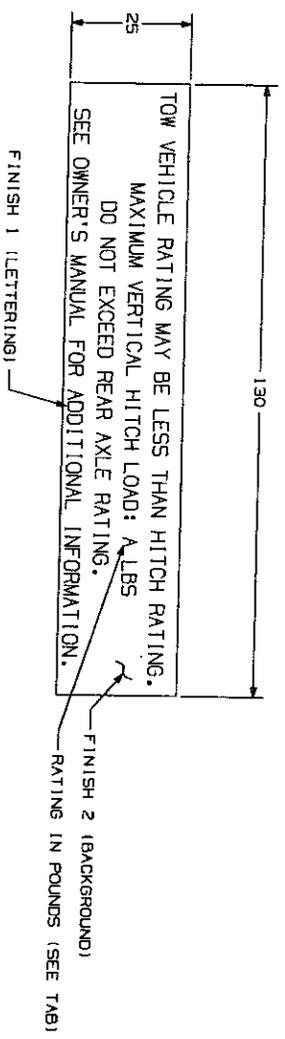


2/1/2011

**RESPONSE TO PE10-048  
REQUEST #6**

Although this information is not specific to hitch limitations, Winnebago sometimes limits weights to below the Valley hitch limits due to chassis GCWR and GAWR capacity.



4. LETTERING STYLE TO BE ARIAL BOLD PER ANSI Z535.4.
3. LETTERING HEIGHT 3.0 MM.
2. MATERIAL: POLYESTER FILM WITH 1 MM OF V-35 ADHESIVE.
1. SUGGESTED VENDOR: EMPIRE SCREEN.

NOTES:

FOR COLOR VARIATIONS  
  
 CHART

REVISE	DATE	BY	DESCRIPTION
1	2-11-98		REVISED
2			REVISED
3			REVISED
4			REVISED
5			REVISED
6			REVISED
7			REVISED

**WINNEBAGO**  
 INDUSTRIES, INC.  
 2-10-98  
 ALL DIMENSIONS ARE IN MILLIMETERS  
 A BODY'S

DO NOT SCALE DRAWING  
 LABEL-HITCH/VEHICLE RATE  
 1296669

E(6)

# Service Tips

WIT Club News – March 2008

## HITCH ACCESSORIES

This month we want to talk about the safe and proper use of the hitch provided on your Winnebago Industries motor home. I think most understand the limitations placed on the hitch for towed vehicle weight and tongue load, but we are seeing an increase in the use of extensions, receivers with drop of more than four inches, ball mounts and a variety of carriers that create excessive forces. An extreme example is the use of a motorcycle carrier in the front of a tow car. Combinations such as this will place a surprising amount of stress upon the hitch receiver, and could potentially cause damage to the hitch or the frame rail extensions it is attached to.

The following is the current operators manual section concerning towing a car or a trailer. Note the required limits for ball mounts with the receiver style hitch and the recommendations for use of trailer brakes. It is also important that you visually check your hitch before each use.

### CAR OR TRAILER TOWING

**Hitch Pulling Capacity:**  
5,000 lbs max.

**Tongue Weight: 500 lbs max.\***

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*See label on hitch)

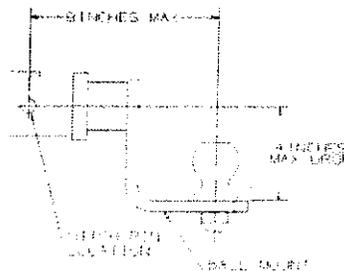
When towing a trailer or vehicle, do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment.

When towing a vehicle behind your motor home, the tow bar should be level or pointing slightly upward towards the tow vehicle.

When coupling the vehicle tow bar to the Factory Receiver Hitch using a "drop receiver" or a conventional "ball mount" (commonly referred to as a "stinger" or a "draw bar"), do not exceed a 4" drop, nor one that the centerline of the hitch pin to the centerline of the ball exceeds 8".



If a towing "brake system" is required, we recommend that a "modulated" towed vehicle braking device be installed. This means that when the motor home brakes are applied, whether hard or soft, a mirror effect occurs in the braking of the towed vehicle. In other words, the more force

applied to the motor home brakes, the more force will be applied to the rear vehicle's braking system.

We do not recommend the usage of a "surge-style" braking device. The usage of a surge brake (especially when coupled with a hitch ball located outside our recommended limits) places excessive stress on the hitch. This abuse of the ball mount and the hitch may cause premature hitch assembly failure.

Finally, do not forget to consider the actual tongue weight. This should not exceed the stated hitch vertical load for your vehicle. This weight is typically defined as the tongue weight of a towed vehicle hitch, boat trailer tongue weight, or a receiver-mounted carrier rack.

Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

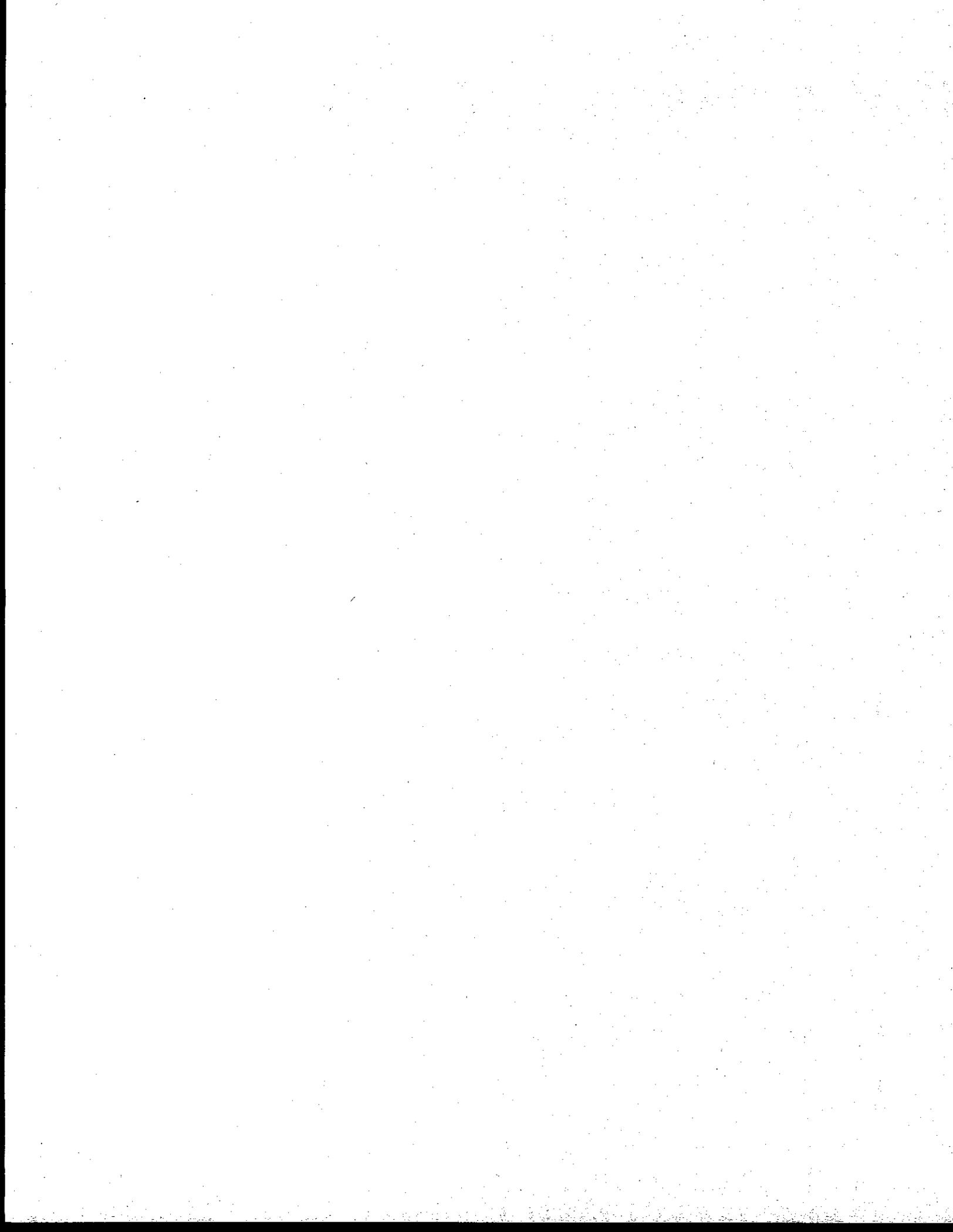
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.





**Coach Maintenance Chart**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

*recommends turning on the headlights for several hours or as necessary to evaporate and vent the moisture.*

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:** SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## CAR OR TRAILER TOWING

Hitch:	Class III
Max. Pulling Capacity:	5,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear

axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### ! WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

### ! CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

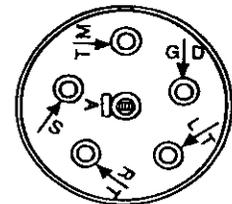
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. Remove the small screw near the end of the plug and slide the contact assembly out of the barrel.

TM = Taillights  
GD = Ground  
LT = Left Turn/Brakes  
RT = Right Turn/Brakes  
A = Backup Lights  
S = Not used



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## WINDSHIELD WASHERS AND WIPERS

See your chassis operating guide for recommendations and precautions regarding washers and wipers.

---

## LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

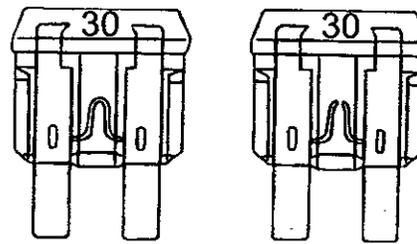
The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

---

## AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

The automotive fuses and breakers are protected from short circuit and overload conditions by a fuse block. On most models, this is located beneath the dash to the left side of the steering column. See your chassis operating guide for additional fuse replacement information.

Always replace plug-in type fuses with those of the same amperage size.



Good Fuse

Bad Fuse

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or prov-*

*ince being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

## Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.

Tongue weight: 350 lbs. max.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehi-

cle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**⚠ CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

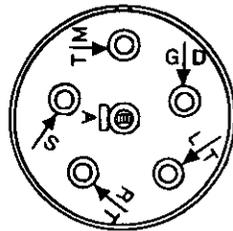
---

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn/brake
- RT = Right turn/brake
- A = Backup lights
- S = Not used



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## WINDSHIELD WASHERS AND WIPERS

See your chassis operating guide for recommendations and precautions regarding washers and wipers.

---

## LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

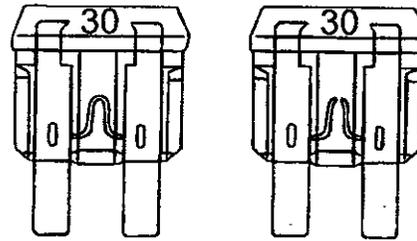
The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

---

## AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

The automotive fuses and breakers are protected from short circuit and overload conditions by a fuse block. On most models, this is located beneath the dash to the left side of the steering column. See your chassis operating guide for additional fuse replacement information.

Always replace plug-in type fuses with those of the same amperage size.



Good Fuse

Bad Fuse

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or prov-*

*ince being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.

Tongue weight: 350 lbs. max.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehi-

cle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### ! WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

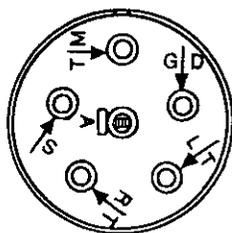
Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn/brake
- RT = Right turn/brake
- A = Backup lights
- S = Not used

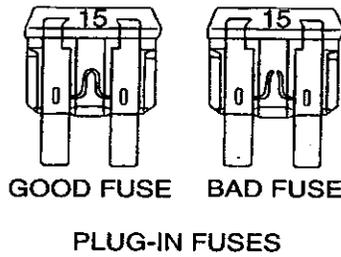


### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

14 - CARE & MAINTENANCE



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and un-*

*derstand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

**CAR OR TRAILER TOWING**

Transmission:	6-speed
Hitch:	Class IV
Max. Pulling Capacity:	10,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

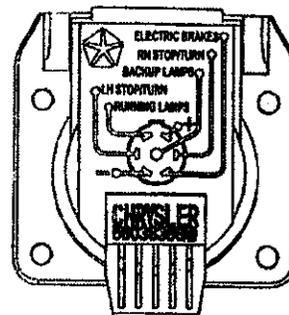
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

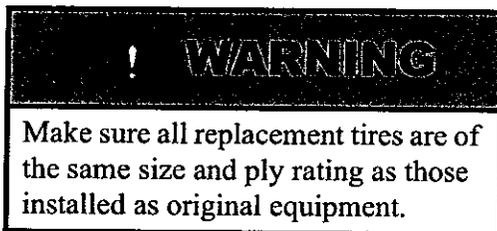
14 - CARE & MAINTENANCE

---

## TIRES

Low air pressure results in tire overloading and abnormal wear and also affects handling and fuel economy. Obtain proper inflation pressures from your chassis operating guide or tire manufacturer.

Do not mix different construction types of tires on the vehicle such as radial, bias or belted tires, as vehicle handling may be affected. Replace tires with exact size, type and load range.



See the Vehicle Certification Label affixed to the wall to the left of the driver's seat for tire information.

---

## SUSPENSION ALIGNMENT AND TIRE BALANCE

The front suspension and steering system of this vehicle was factory aligned using highly accurate equipment prior to delivery to the dealership. However, we recommend that you have alignment checked and adjusted after you have fully loaded the motor home according to your personal needs. Thereafter, the alignment should be periodically inspected to help prevent uneven tire wear.

Any excessive or abnormal tire wear may indicate worn or misaligned suspension or steering, unbalanced tire or other tire/suspension problem.

Alignment can be affected by worn steering/suspension parts or by incidents which happen during driving, such as hitting a curb, pothole or railroad track, etc. Improper alignment can cause tires to roll at an angle and wear unevenly. It may also cause the vehicle to "pull" to the right or left. Have your dealer inspect your vehicle's suspension and steering components periodically for misalignment or wear.

Out-of-balance tires will not roll smoothly and can lead to annoying vibrations and uneven tread wear such as cupping and flat spots. Tires may need to be balanced if uneven wear is detected or if ride comfort decreases noticeably.

See your chassis operating guide for further information.

---

## LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for

trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago models equipped with a Class 4 hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

### CAR OR TRAILER TOWING

Transmission:	5-speed	6-speed
Hitch:	Class 3	Class 4
Max. Pulling Capacity:	5,000 lbs.	10,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a

lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

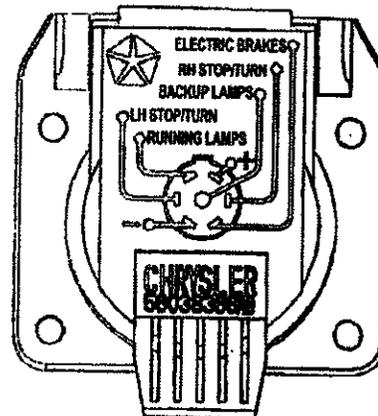
For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.



## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

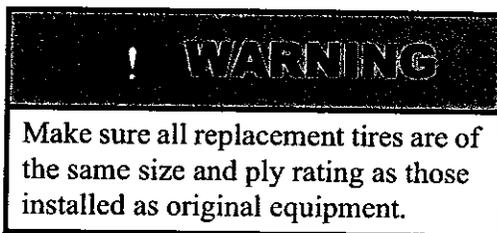
14 - CARE & MAINTENANCE

---

## TIRES

Low air pressure results in tire overloading and abnormal wear and also affects handling and fuel economy. Obtain proper inflation pressures from your chassis operating guide or tire manufacturer.

Do not mix different construction types of tires on the vehicle such as radial, bias or belted tires, as vehicle handling may be affected. Replace tires with exact size, type and load range.



See the Vehicle Certification Label affixed to the wall to the left of the driver's seat for tire information.

---

## SUSPENSION ALIGNMENT AND TIRE BALANCE

The front suspension and steering system of this vehicle was factory aligned using highly accurate equipment prior to delivery to the dealership. However, we recommend that you have alignment checked and adjusted after you have fully loaded the motor home according to your personal needs. Thereafter, the alignment should be periodically inspected to help prevent uneven tire wear.

Any excessive or abnormal tire wear may indicate worn or misaligned suspension or steering, unbalanced tire or other tire/suspension problem.

Alignment can be affected by worn steering/suspension parts or by incidents which happen during driving, such as hitting a curb, pothole or railroad track, etc. Improper alignment can cause tires to roll at an angle and wear unevenly. It may also cause the vehicle to "pull" to the right or left. Have your dealer inspect your vehicle's suspension and steering components periodically for misalignment or wear.

Out-of-balance tires will not roll smoothly and can lead to annoying vibrations and uneven tread wear such as cupping and flat spots. Tires may need to be balanced if uneven wear is detected or if ride comfort decreases noticeably.

See your chassis operating guide for further information.

---

## LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR)**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The “trailer” can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the “trailer” weighs 1,000 lbs. or more, state or provincial laws/regulations may require the “trailer” to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings**

SAE Standard J684 defines

Class 1 trailers as “GVWR not to exceed 2,000 lbs.”;

Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”;

Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”;

Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”.

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford’s towing guide suggests 10 to 15 percent for

trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago models equipped with a Class hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

**CAR OR TRAILER TOWING**

Transmission:	6-speed
Hitch:	Class 4
Max. Pulling Capacity:	10,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items “Loading the Vehicle” and “Weighing Your Loaded Vehicle” for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See “Vehicle Certification Label” in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid pro-

**15 - CHASSIS**

longed or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

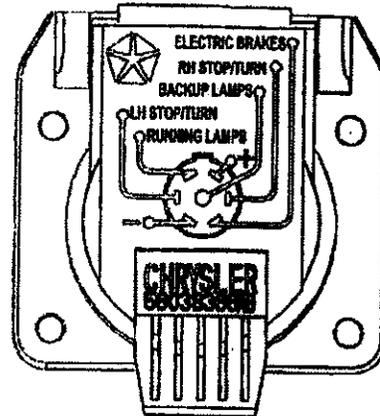
For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.



## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## REAR AIR SPRINGS

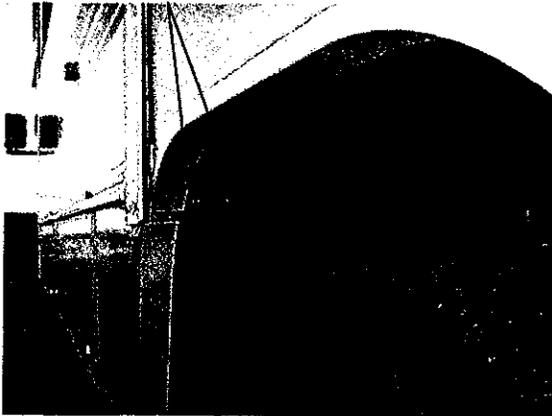
### Optional - 29' & 31' models

Check and adjust the air bag pressure periodically to maintain optimal ride and handling characteristics according to cargo weight.

Min. press.: 20 p.s.i.

Max. press.: 100 p.s.i.

#### Air Spring Valves



Rear Air Spring Valves  
located inside left rear wheel well

---

## WINDSHIELD WASHERS AND WIPERS

See your chassis operating guide for recommendations and precautions regarding washers and wipers.

---

## LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

---

## AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

The automotive fuses and breakers are protected from short circuit and overload conditions by a fuse block. On most models, this is located beneath the dash to the left side of the steering column. See your chassis operating guide for additional fuse replacement information.

Always replace plug-in type fuses with those of the same amperage size.

## Maintenance

- Do not remove the radiator cap while engine and radiator are still hot. Always check coolant level visually at the see-through coolant reservoir.
- Never get beneath a vehicle that is held up by a jack only.
- Do not mix different construction types of tires on the vehicle such as radial, bias or belted tires, as vehicle handling may be affected. Replace tires with exact size, type and load range.
- Do not attempt to start the vehicle by hot-wiring.

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

## Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

## Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

## Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitch-

es are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.

Tongue weight: 350 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as pos-

sible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

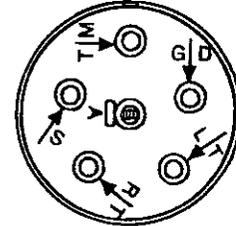
*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn/brake  
RT = Right turn/brake  
A = Backup lights  
S = Not Used



**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when

### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";  
Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";  
Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.  
Tongue weight: 350 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

## ! WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.



## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

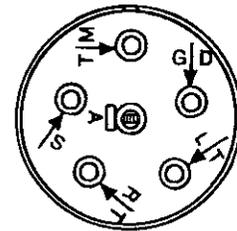
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn/brake  
RT = Right turn/brake  
A = Backup lights  
S = Not Used





## TRAILER TOWING

This coach may be equipped with a Class I (2,000 lb.) trailer hitch.

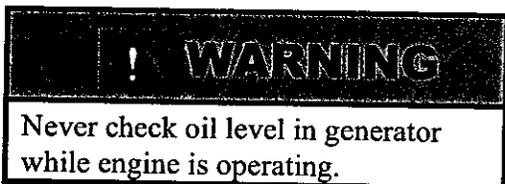
*NOTE: Volkswagen specifies certain weight limitations and reductions for altitudes above 3000 ft., steep grades more than 6% and ambient temperatures above 90° F. See the "Vehicle Operation" section in your Volkswagen chassis owner's manual.*



## PRE-TRAVEL CHECK LIST

Before starting the engine to leave on a trip, be sure your motor home has been properly prepared and maintained. This will ensure an enjoyable trip and help avoid delays. Use this checklist as a guide.

- Fluid Levels - Check and fill if necessary:
  - engine oil
  - transmission
  - power steering
  - radiator
  - brake
  - battery
  - windshield washer
- Wheel Lug Nuts - Check for tightness.
- Tires - Check for proper cold inflation pressures as specified on the Vehicle Certification Label.
- Drive Belts - Check for proper condition and tension (not cracked, frayed, or loose, etc.)
- 110-Volt Generator (Optional) - Check oil level in generator engine.



- Fire Extinguisher - Make sure it is fully charged and secured in mounting bracket.
- Lights - Make sure all exterior lights operate.
- Sewer and Water Supply Hose - Unhook and

store.

- TV Antenna - Make certain the TV antenna is lowered and seated in its support cradle.
- Loose Items Inside the Motor Home - Store or secure items.
- Pilot Lights - Make sure all pilots are off.
- Fuel Tanks - Check level.
- Water Tank - Fill with fresh water.
- Exterior Door - Make sure doors are closed and locked.
- Seats - Adjusted for comfortable position and locked in place.
- Mirrors - Adjust for maximum visibility from driver's seat.

Remember, it is important to distribute weight and store all heavy items near the floor.

## TRAVEL TIPS

As you travel around the country in your motor home, you will pick up useful advice from other motor home owners.

A number of suggestions can also be obtained by reading articles and regular columns in outdoor and camping magazines. Some magazines and publishing companies print an annual park and campground directory. These can be found at your local news stand or RV supply dealer. Here are a few travel tips to begin with.

1. Always check for sufficient clearance. Remember the height and width of your unit.
2. Always fill the fresh water tank at an approved potable water filling facility or a known purified drinking water source. Taste the water before filling the water tank in an unfamiliar location. The water in some areas may contain an undesirable taste. Do not use a new hose to fill the water tank. It can leave a distinct rubber or vinyl taste.
3. Showers can take a lot of water. Conserve water by taking a "Sea Shower". This is done by wetting down, turning off the water, soaping thoroughly and then rinsing.
4. Dump sewage only at approved dumping stations.
5. Store liquids in plastic containers with tight fitting caps to prevent spills.



**SECTION 6**  
**ELECTRICAL SYSTEMS**

*Rialta*

the left dinette seat area. (See Section 8.)

To obtain an accurate reading:

1. Both the automotive engine and the auxiliary generator engine must be stopped.
2. An interior light should be turned on to provide a small load which draws off battery surface charge.

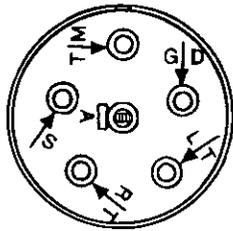
---

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. Remove the small screw near the end of the plug and slide the contact assembly out of the barrel.

TM = Tail lights  
GD = Ground  
LT = Left Turn  
RT = Right Turn  
S = Brake lights  
A = Backup lights



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	<i>Before Each Use</i>	<i>Weekly</i>	<i>Monthly</i>	<i>Every 3 Months</i>	<i>Every 6 Months</i>	<i>Every Year</i>	<i>As Necessary</i>
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

**AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS**

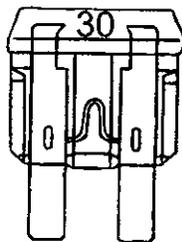
The automotive fuses and breakers are conveniently located on a panel beneath the hinged instrument panel pod. Lift the pod upward as shown.

The circuit breakers will pop outward if they are tripped. Simply push in to reset.

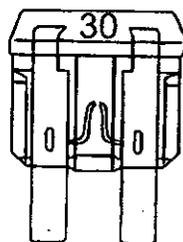
Always replace plug-in type fuses with those of the same amperage size.



Automotive 12-Volt Fuse Block  
(Under lift-up dash pod)



Good Fuse



Bad Fuse

**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

SAE Standard J684 defines Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

## SECTION 15 CHASSIS



Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";  
Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";  
Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

### CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.  
Tongue weight: 350 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle"*

and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### ! WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**⚠ CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

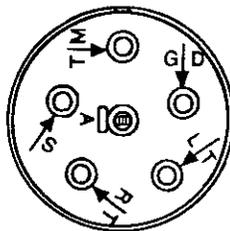
Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn/brake
- RT = Right turn/brake
- A = Backup lights
- S = Not used



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## REAR AIR SPRINGS

### Optional - 29' & 31' models

Check and adjust the air bag pressure periodically to maintain optimal ride and handling characteristics according to cargo weight.

Min. press.: 20 p.s.i.

Max. press.: 100 p.s.i.

#### Air Spring Valves



Rear Air Spring Valves  
located inside left rear wheel well

---

## WINDSHIELD WASHERS AND WIPERS

See your chassis operating guide for recommendations and precautions regarding washers and wipers.

---

## LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

---

## AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

The automotive fuses and breakers are protected from short circuit and overload conditions by a fuse block. On most models, this is located beneath the dash to the left side of the steering column. See your chassis operating guide for additional fuse replacement information.

Always replace plug-in type fuses with those of the same amperage size.

### Maintenance

- Do not remove the radiator cap while engine and radiator are still hot. Always check coolant level visually at the see-through coolant reservoir.
- Never get beneath a vehicle that is held up by a jack only.
- Do not mix different construction types of tires on the vehicle such as radial, bias or belted tires, as vehicle handling may be affected. Replace tires with exact size, type and load range.
- Do not attempt to start the vehicle by hot-wiring.

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitch-

es are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

**CAR OR TRAILER TOWING**

Hitch pulling capacity: 5,000 lbs. max.

Tongue weight: 350 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as pos-

**SECTION 15  
CHASSIS**

*Spirit*

sible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

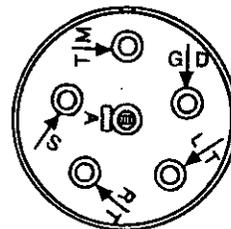
*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn/brake  
RT = Right turn/brake  
A = Backup lights  
S = Not Used



**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when

### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

*recommends turning on the headlights for several hours or as necessary to evaporate and vent the moisture.*

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:** SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## CAR OR TRAILER TOWING

Hitch:	Class III
Max. Pulling Capacity:	5,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear

axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

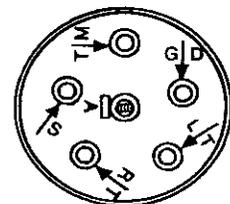
Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. Remove the small screw near the end of the plug and slide the contact assembly out of the barrel.

- TM = Taillights
- GD = Ground
- LT = Left Turn/Brakes
- RT = Right Turn/Brakes
- A = Backup Lights
- S = Not used



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";  
Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";  
Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.  
Tongue weight: 350 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

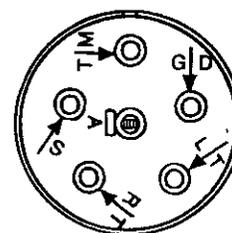
Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn/brake
- RT = Right turn/brake
- A = Backup lights
- S = Not Used



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆



wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

### AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

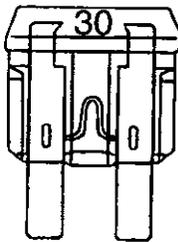
The automotive fuses and breakers are conveniently located on a panel beneath the hinged instrument panel pod. Lift the pod upward as shown.

The circuit breakers will pop outward if they are tripped. Simply push in to reset.

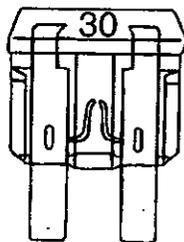
Always replace plug-in type fuses with those of the same amperage size.



Automotive 12-Volt Fuse Block  
(Under lift-up dash pod)



Good Fuse



Bad Fuse

### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

#### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";



Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.  
Tongue weight: 350 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle"

and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### ! WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**⚠ CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

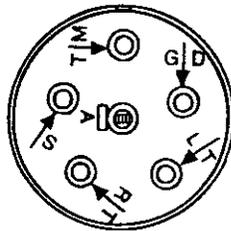
Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn/brake
- RT = Right turn/brake
- A = Backup lights
- S = Not used



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## TOWING GUIDELINES

### Gross Vehicle Weight Rating

**(GVWR):** This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating

**(GCWR):** This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:** SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## CAR OR TRAILER TOWING

Transmission:	5-speed
Hitch:	Class III
Max. Pulling Capacity:	5,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle

while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

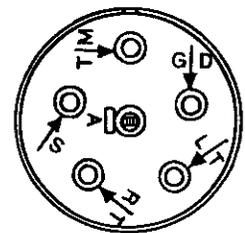
See also - Trailer wiring connector, Section 9.

## TRAILER WIRING CONNECTOR (Ford)

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn/brake  
RT = Right turn/brake  
A = Backup lights  
A = Not used



## TRAILER WIRING CONNECTOR (Workhorse)

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

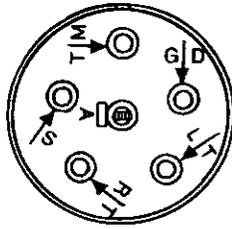
The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system.

**SECTION 15**  
**CHASSIS**

# Sunrise

Remove the small screw near the end of the plug and slide the contact assembly out of the barrel.

- TM = Tail lights
- GD = Ground
- LT = Left turn
- RT = Right turn
- S = Brake lights
- A = Backup lights



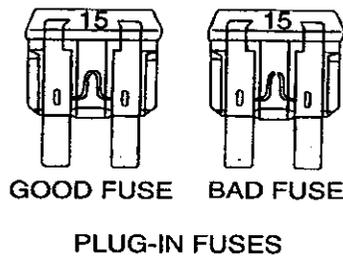
*\*NOTE: On Ford chassis, these turn signal connection also include a brake light function.*

### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

14 - CARE & MAINTENANCE



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR)

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR)

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR)

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and un-*

*derstand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

**CAR OR TRAILER TOWING**

Transmission:	6-speed
Hitch:	Class IV
Max. Pulling Capacity:	10,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**! WARNING**

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**! CAUTION**

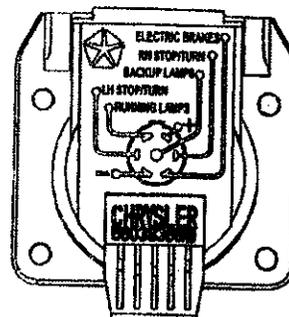
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



### Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants (See Section 14)</b>							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis (See Section 15)</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## TOWING GUIDELINES

### Gross Vehicle Weight Rating

**(GVWR):** This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating

**(GCWR):** This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings: SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## CAR OR TRAILER TOWING

Transmission:	5-speed
Hitch:	Class III
Max. Pulling Capacity:	5,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle

while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

## ! WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

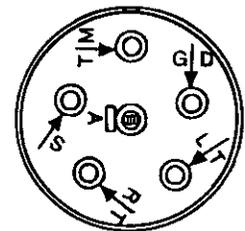
See also - Trailer wiring connector, Section 9.

## TRAILER WIRING CONNECTOR (Ford)

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn/brake  
RT = Right turn/brake  
A = Backup lights  
S = Not Used



## TRAILER WIRING CONNECTOR (Workhorse)

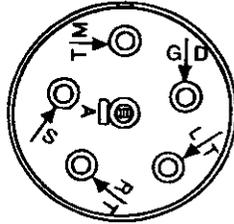
Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. Remove the small screw near the end of the plug and slide the contact assembly out of the barrel.

**SECTION 15**  
**CHASSIS**

**Voyage**

TM = Tail lights  
GD = Ground  
LT = Left turn  
RT = Right turn  
S = Brake lights  
A = Backup lights



*\*NOTE: On Ford chassis, these turn signal connection also include a brake light function.*



2006

# Adventurer

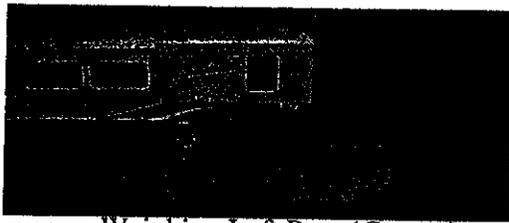
SECTION 11  
MAINTENANCE/STORAGE

## COACH MAINTENANCE CHART

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect.					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

11 MAINTENANCE/STORAGE



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.). Do not exceed either the GVWR, the rear axle

GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

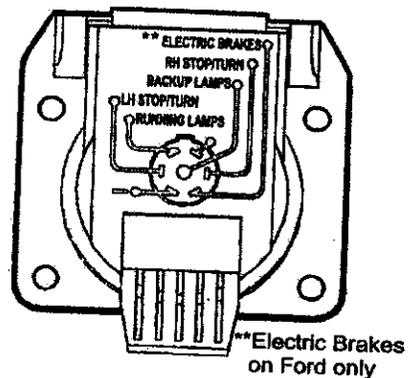
## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

The user must verify that the hitch equipment being used is adequate for the application.

---

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and

downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.



## CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

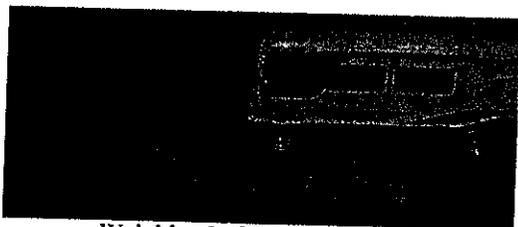
When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

**SECTION 11  
MAINTENANCE/STORAGE**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

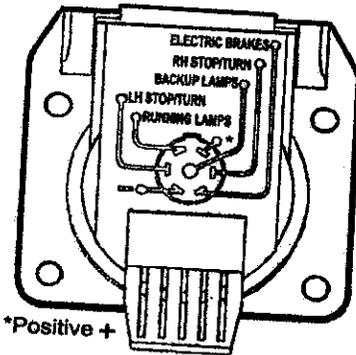
### CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### **Hitch Ratings:**

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

*The user must verify that the hitch equipment being used is adequate for the application.*

### **MOUNTAIN DRIVING**

Special techniques must be used when driving in mountainous or hilly country.

### **Climbing A Hill**

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

#### **CAUTION**

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### **Descending A Hill**

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

### **TOOLS & LADDER STORAGE**

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect							◆
Replace					◆		◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### **WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

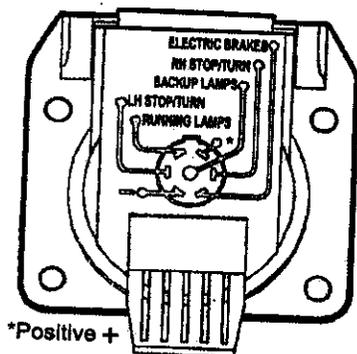
**⚠ CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment

installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

- SAE Standard J684 defines
- Class 1 trailers as "GVWR not to exceed 2,000 lbs.";
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

**3 DRIVING YOUR MOTOR HOME**

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.  
The user must verify that the hitch equipment being used is adequate for the application.*

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

**⚠ CAUTION**

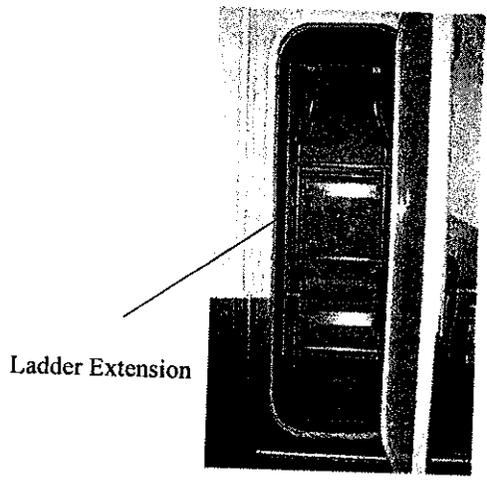
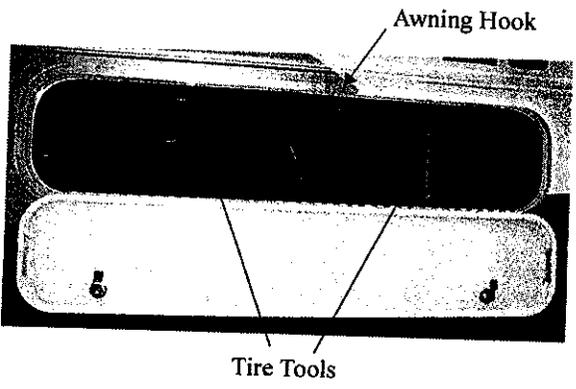
Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

#### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

### TOOLS & LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



**SECTION 11  
MAINTENANCE & STORAGE**



**COACH MAINTENANCE CHART**

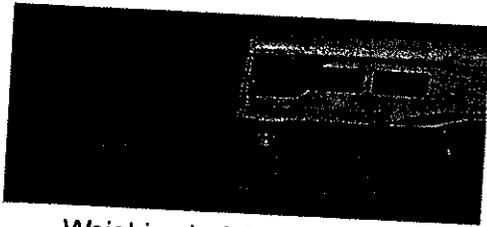
These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" in this section for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME



Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than*

*a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling Capacity: 10,000 lbs. max.**  
**Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 10,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

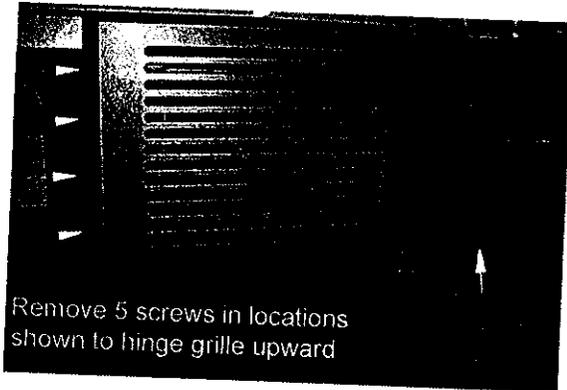
*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### Towing Package Fuses

The fuses for the chassis supplied towing package are located in a fuse block behind the air conditioner condenser grille on the rear left side of the coach.

Remove 4 screws at the front end of the grille and 1 screw on the underside of the rear end of the grille. Swing the grill upward and support while servicing.



Remove 5 screws in locations shown to hinge grille upward



Towing Package fuses are on fuse block

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

### CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

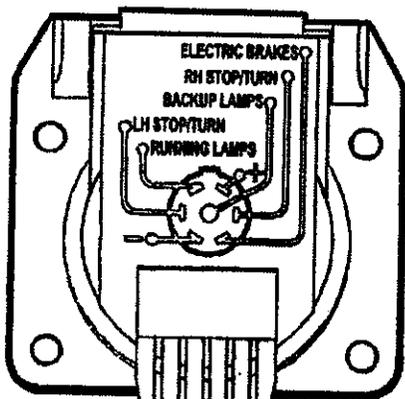
### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid



'shorts' or other malfunctions.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

## CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

## TOOL AND LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" in this section for proper inspection technique)					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

listed on your Vehicle Certification Label to use as a guideline for future loading limits and weight distribution.

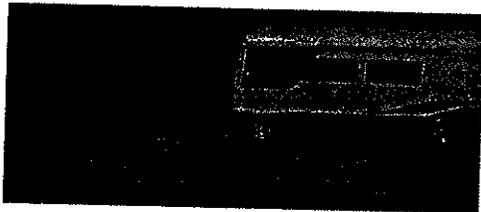
The weight of the vehicle must not exceed the Gross Vehicle Weight Rating (GVWR) specified on the Vehicle Certification Label. The front and rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

### Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

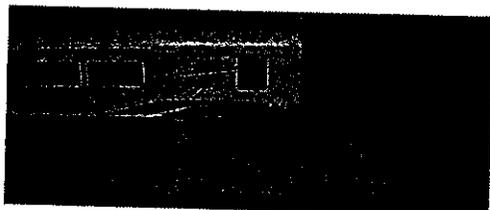
To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling Capacity: 10,000 lbs. max.**

**Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 10,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed

## SECTION 3 DRIVING YOUR MOTOR HOME

# Horizon

vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

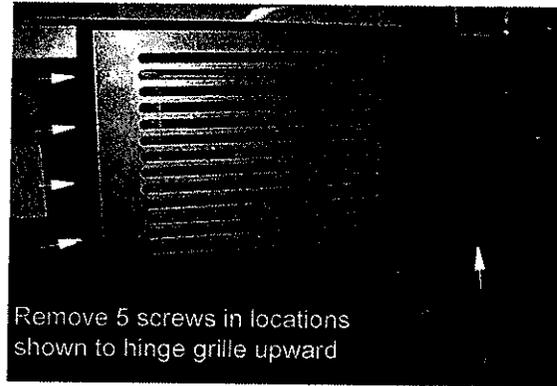
*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### Towing Package Fuses

The fuses for the chassis supplied towing package are located in a fuse block behind the air conditioner condenser grille on the rear left side of the coach.

Remove 4 screws at the front end of the grille and 1 screw on the underside of the rear end of the grille. Swing the grill upward and support while servicing.



Remove 5 screws in locations shown to hinge grille upward



Towing Package fuses are on fuse block

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

**CAUTION**

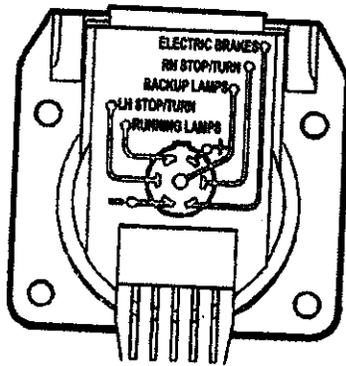
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

### CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

#### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at beginning of this section for proper inspection technique)					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed

vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

**⚠ CAUTION**

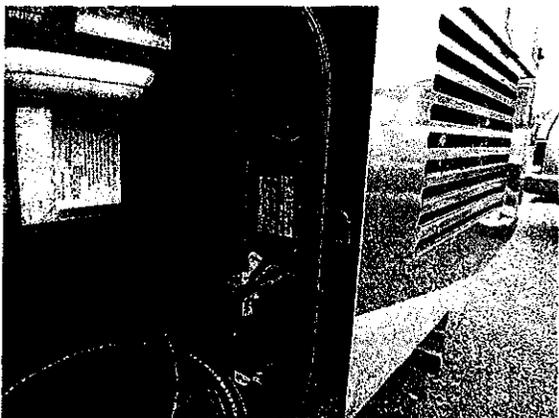
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

**Towing Package Fuses**

The fuses for the chassis supplied towing package are located on a fuse block behind a close-out panel in the utility compartment on the left side of the coach as shown.

Remove the close-out panel screws to access the chassis fuse blocks.



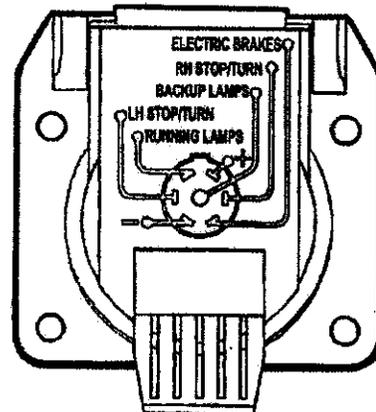
Chassis Fuses and Relays  
Models 34H, 36G & 39K  
behind close-out panel in Utility Compartment

(On Model 32T the fuse blocks are located in the rear of the water heater compartment on the right side of the coach.)

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on

durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

### CAUTION

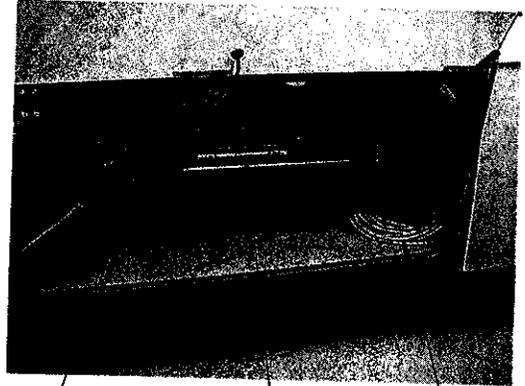
Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

#### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

### TOOL AND LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



Awning Tool

Tire Tools

Air Hose



### ROOF LADDER EXTENSION

To use the roof ladder extension:

- Remove extension from storage clips in cargo compartment.
- Pivot the ladder support pad outward into place as indicated in the photo and insert both side pins.

**SECTION 11  
MAINTENANCE & STORAGE**

2006  
*Journey* SE

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME

*Journey* SE

rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

### Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear

axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the

listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

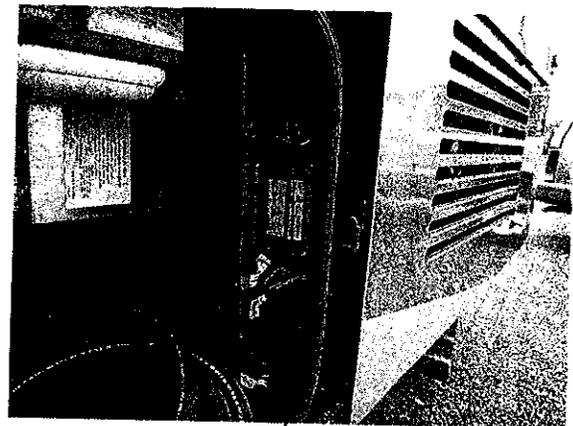
Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

<b>WARNING</b>
For safe towing and vehicle handling, maintain proper trailer weight distribution.
The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

<b>CAUTION</b>
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.
Do not install a frame equalizing type hitch on your vehicle.

### Towing Package Fuses

The fuses for the chassis supplied towing package are located on a fuse block behind a close-out panel in the utility compartment on the left side of the coach as shown in the following photo.



Chassis Fuses and Relays behind close-out panel in Utility Compartment

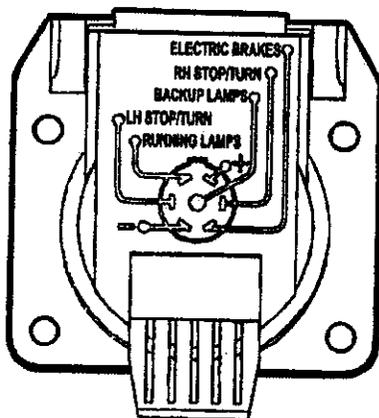
Remove the close-out panel screws to access the chassis fuse blocks.

---

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

---

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

 **CAUTION**

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to

2006

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at beginning of this section for proper inspection technique)					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

11 MAINTENANCE & STORAGE

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed

vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### **WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

**⚠ CAUTION**

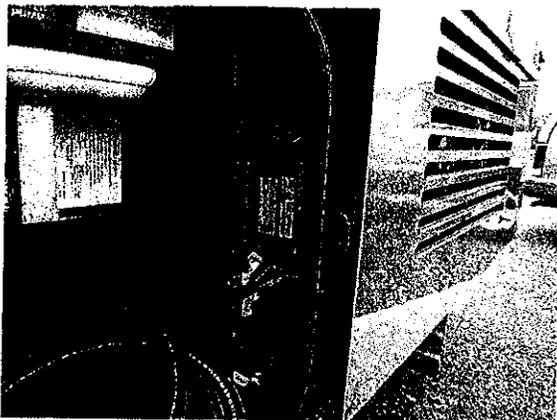
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

**Towing Package Fuses**

The fuses for the chassis supplied towing package are located on a fuse block behind a close-out panel in the utility compartment on the left side of the coach as shown.

Remove the close-out panel screws to access the chassis fuse blocks.



Chassis Fuses and Relays  
Models 34H, 36G & 39K

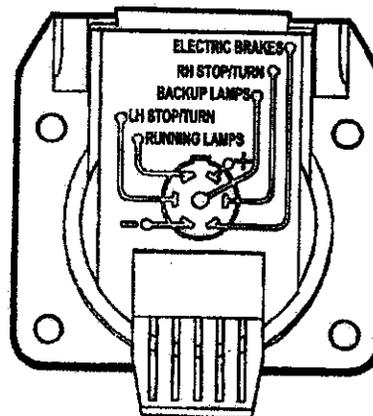
behind close-out panel in Utility Compartment

(On Model 32T the fuse blocks are located in the rear of the water heater compartment on the right side of the coach.)

**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on

durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

---

## **MOUNTAIN DRIVING**

Special techniques must be used when driving in mountainous or hilly country.

### **Climbing A Hill**

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.



## **CAUTION**

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

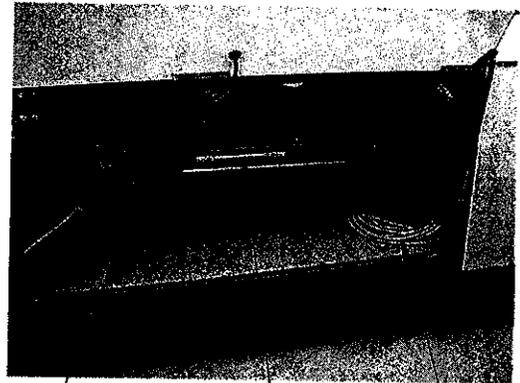
### **Descending A Hill**

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

---

## **TOOL AND LADDER STORAGE**

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



Awning Tool

Tire Tools

Air Hose



---

## **ROOF LADDER EXTENSION**

**To use the roof ladder extension:**

- Remove extension from storage clips in cargo compartment.
- Pivot the ladder support pad outward into place as indicated in the photo and insert both side pins.

2006

**SECTION 11  
MAINTENANCE & STORAGE**



**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

### **Corner Weighing (Side-to-Side)**

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



**Weighing Left Front 'Corner'**

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



**Weighing Left Rear 'Corner'**

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear

axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the

listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

<b>WARNING</b>
For safe towing and vehicle handling, maintain proper trailer weight distribution.
The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

<b>CAUTION</b>
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.
Do not install a frame equalizing type hitch on your vehicle.

### Towing Package Fuses

The fuses for the chassis supplied towing package are located on a fuse block behind a close-out panel in the utility compartment on the left side of the coach as shown in the following photo.



Chassis Fuses and Relays behind close-out panel in Utility Compartment

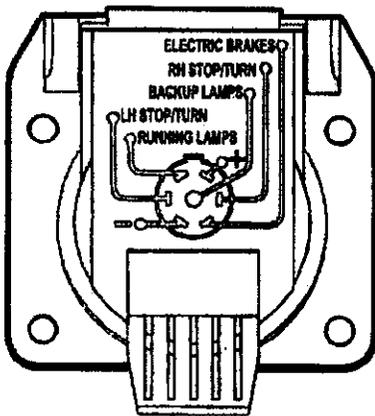
Remove the close-out panel screws to access the chassis fuse blocks.

---

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

---

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

 **CAUTION**

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**  
**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

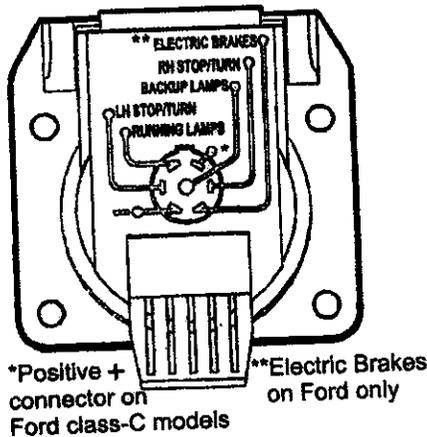
### CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

### Hitch Ratings:

SAE Standard J684 defines Class 1 trailers as "GVWR not to exceed 2,000 lbs."; Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"; Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"; Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

**SECTION 11  
MAINTENANCE & STORAGE**

2006  
**Navion**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at beginning of this section for proper inspection technique)					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

### Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

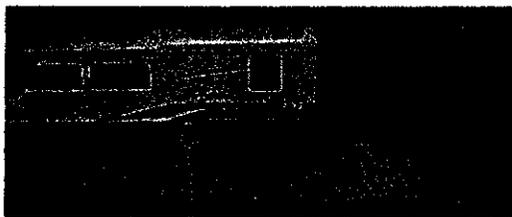
To determine the weight distribution on each tire or dual set, you will need to find a scale capable of weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires should be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

*If you tow other than a light trailer or if you tow a vehicle by means of a tow bar, you should have the trailer or vehicle coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### ROOF LOADING

The roof is capable of carrying up to 10 pounds per square foot to a maximum of 100 pounds while the vehicle is in motion.

When the vehicle is stationary, a cargo load of 100 pounds plus the weight of a 225 pound person to load the cargo or to conduct inspection and maintenance is permissible.

Weight added to both the roof and the trailer hitch contribute to the gross vehicle weight, which must not exceed the vehicle's GVWR.

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 3,500 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 3,500 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined

## SECTION 3 DRIVING YOUR VEHICLE

# Navion

loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the Body and Chassis Specification chart in Section 1.

### CAUTION

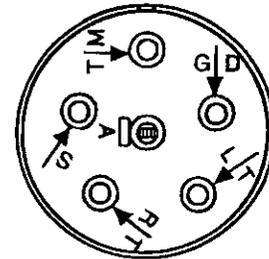
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn  
RT = Right turn  
A = Backup lights  
S = Brake lights



### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a

vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. The user must verify that the hitch equipment being used is adequate for the application.*

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

### CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake

**SECTION 11  
MAINTENANCE/STORAGE**

2006  
**OUTLOOK**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME

# OUTLOOK

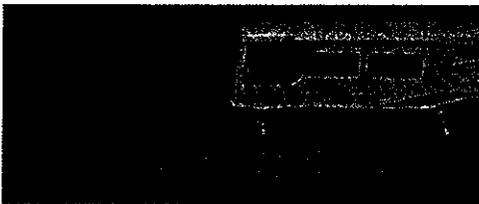
Label. The front and rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

### Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

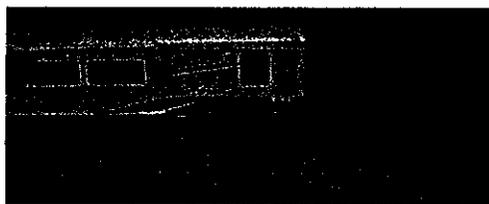
To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max. (Ford)

Hitch pulling capacity: 3,500 lbs. max. (Chevy)

Tongue weight: 350 lbs. max.

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the

listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**CAUTION**

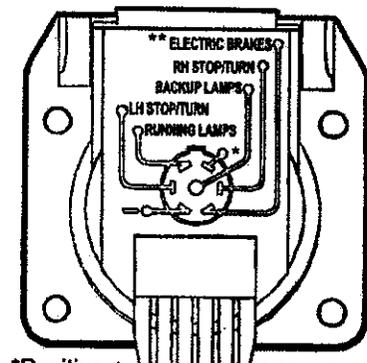
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



\*Positive + connector on Ford class-C models  
\*\*Electric Brakes on Ford only

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME

**OUTLOOK**  
SPECIAL EDITION

may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

## CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max. (Ford)**

**Hitch pulling capacity: 3,500 lbs. max. (Chevy)**

**Tongue weight: 350 lbs. max.**

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of

the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**CAUTION**

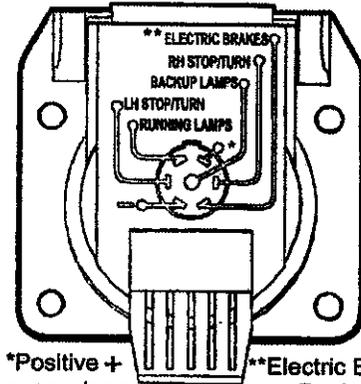
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



\*Positive + connector on Ford class-C models  
\*\*Electric Brakes on Ford only

### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on

## SECTION 3 DRIVING YOUR MOTOR HOME

durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.



### CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

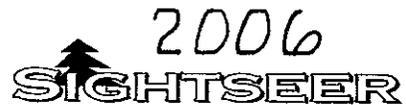
### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

## TOOL STORAGE

Various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on the storage compartment configuration of your model.

**SECTION 11  
MAINTENANCE/STORAGE**



**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

**CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. or 500 lbs max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

 **CAUTION**

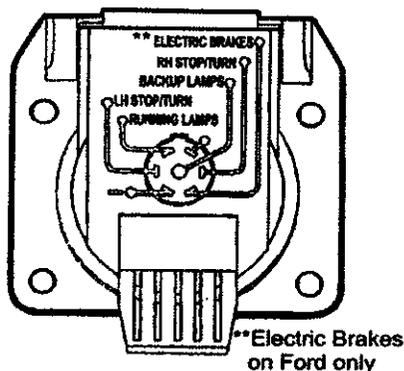
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

---

**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.;"

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

*The user must verify that the hitch equipment being used is adequate for the application.*

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME

**SIGHTSEER  
SPECIAL EDITION**

weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. or 500 lbs max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance.

Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

#### **WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

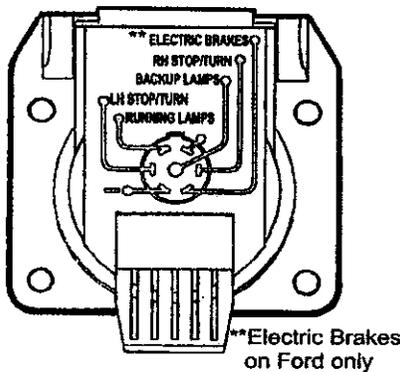
#### **CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a

## SECTION 3 DRIVING YOUR MOTOR HOME

vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. The user must verify that the hitch equipment being used is adequate for the application.*

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

### CAUTION

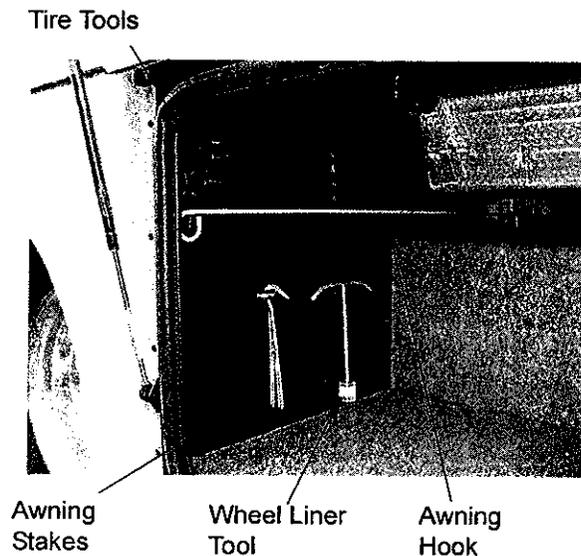
Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

### TOOLS & LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



**SECTION 11  
MAINTENANCE/STORAGE**

2006  
*Spirit*

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME

*Spirit*

Label. The front and rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

### Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

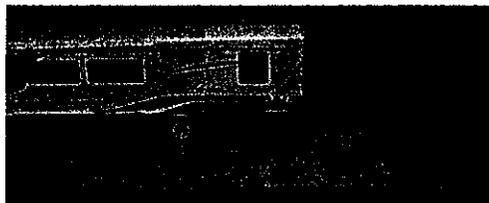
To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max. (Ford)  
Hitch pulling capacity: 3,500 lbs. max. (Chevy)  
Tongue weight: 350 lbs. max.

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the

listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**CAUTION**

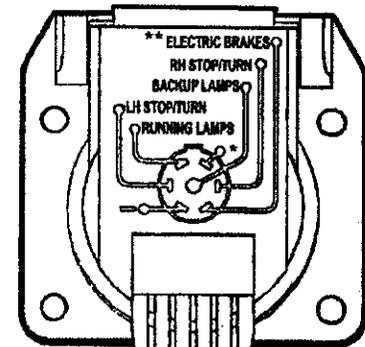
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



\*Positive + connector on Ford class-C models  
 \*\*Electric Brakes on Ford only

3 DRIVING YOUR MOTOR HOME

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

## SECTION 3 DRIVING YOUR MOTOR HOME

*Spirit*

SPECIAL EDITION

may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max. (Ford)**

**Hitch pulling capacity: 3,500 lbs. max. (Chevy)**

**Tongue weight: 350 lbs. max.**

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of

the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

**CAUTION**

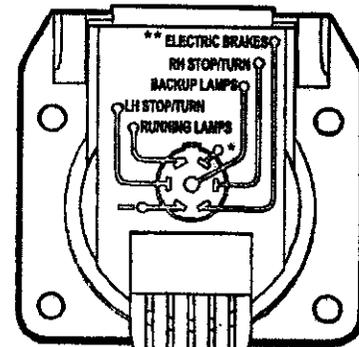
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



\*Positive + connector on Ford class-C models  
\*\*Electric Brakes on Ford only

### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on

## SECTION 3 DRIVING YOUR MOTOR HOME

*Spirit*

SPECIAL EDITION

durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.



## CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

## TOOL STORAGE

Various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on the storage compartment configuration of your model.

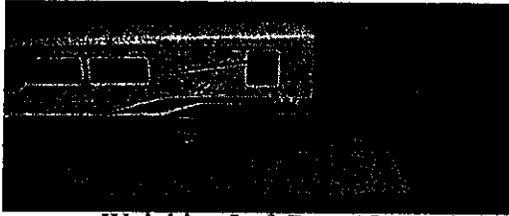


**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect.					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

11 MAINTENANCE/STORAGE



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.). Do not exceed either the GVWR, the rear axle

GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

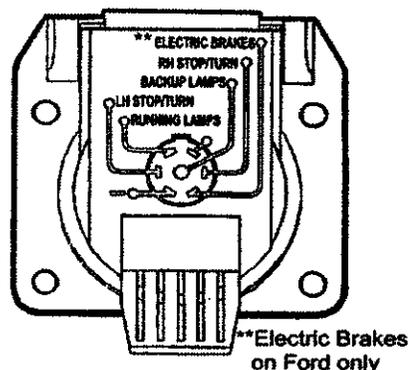


## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### **Hitch Ratings:**

- SAE Standard J684 defines
  - Class 1 trailers as “GVWR not to exceed 2,000 lbs.”;
  - Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”;
  - Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”;
  - Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”.
- Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

The user must verify that the hitch equipment being used is adequate for the application.

---

## **MOUNTAIN DRIVING**

Special techniques must be used when driving in mountainous or hilly country.

### **Climbing A Hill**

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and

downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

 **CAUTION**

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### **Descending A Hill**

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

**SECTION 11  
MAINTENANCE/STORAGE**

2006  
*Sundancer*

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

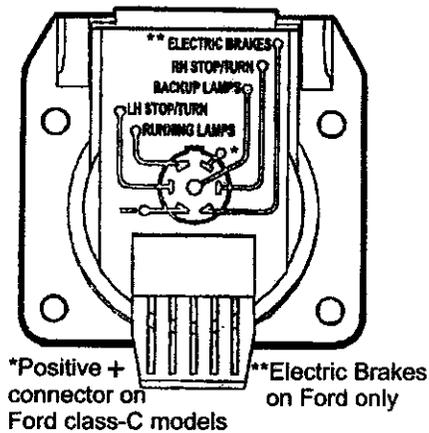
### CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

---

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

**SECTION 11  
MAINTENANCE/STORAGE**



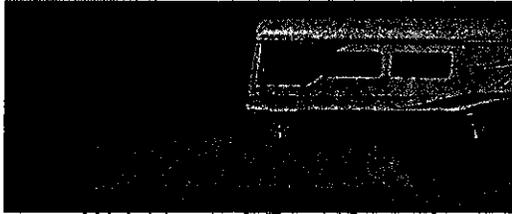
**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆



Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and*

*subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. or 500 lbs max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

## SECTION 3 DRIVING YOUR MOTOR HOME



*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

### CAUTION

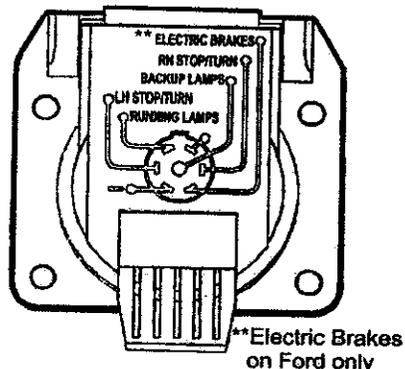
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a

qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line,



drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.*

*The user must verify that the hitch equipment being used is adequate for the application.*

---

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.



## CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

---

## TOOLS & LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



**SECTION 11  
MAINTENANCE/STORAGE**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 350 lbs. or 500 lbs max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance.

Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### **WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

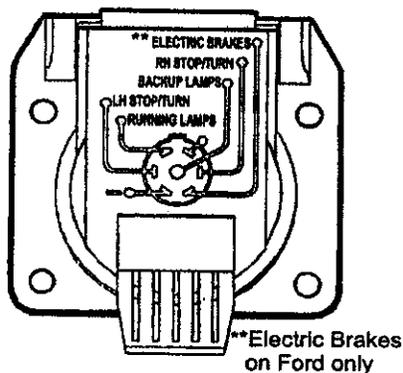
### **CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

- SAE Standard J684 defines
- Class 1 trailers as "GVWR not to exceed 2,000 lbs.";
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be

imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.  
The user must verify that the hitch equipment being used is adequate for the application.*

## **MOUNTAIN DRIVING**

Special techniques must be used when driving in mountainous or hilly country.

### **Climbing A Hill**

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

### **CAUTION**

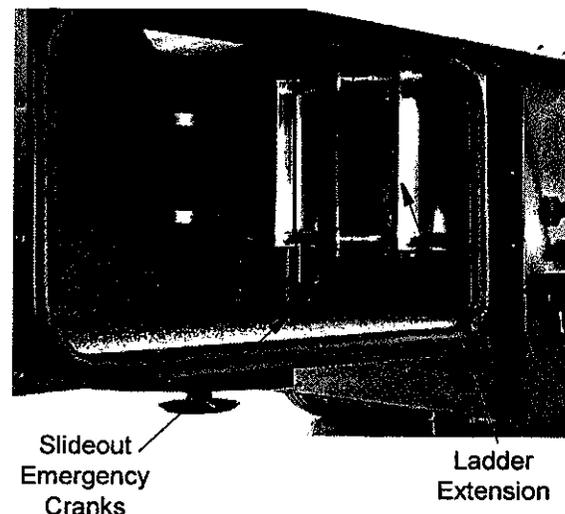
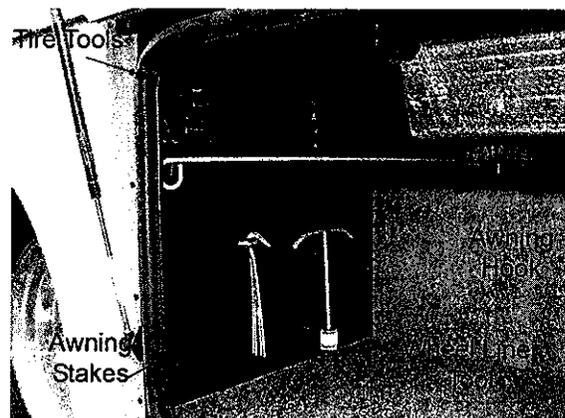
Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### **Descending A Hill**

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

## **TOOLS & LADDER STORAGE**

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



**SECTION 11  
MAINTENANCE/STORAGE**

2006  
*Sunrise*

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

## CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.

Tongue weight: 500 lbs. max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.). Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

### CAUTION

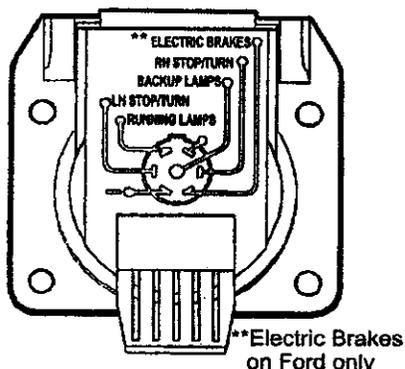
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

---

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

#### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.;"

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

The user must verify that the hitch equipment being used is adequate for the application.

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at beginning of this section for proper inspection technique).					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

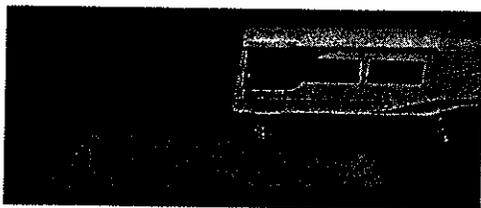
rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

**Corner Weighing (Side-to-Side)**

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

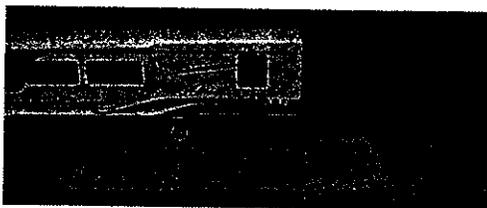
To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear

axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

**CAR OR TRAILER TOWING**

**Hitch pulling Capacity: 10,000 lbs. max.  
Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 10,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the

listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

The fuses for the chassis supplied towing package are located in a fuse block behind the air conditioner condenser grille on the rear left side of the coach.

Remove 4 screws at the front end of the grille and 1 screw on the underside of the rear end of the grille. Swing the grill upward and support while servicing.



Remove 5 screws in locations shown to hinge grille upward



Towing Package fuses are on fuse block

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

### CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

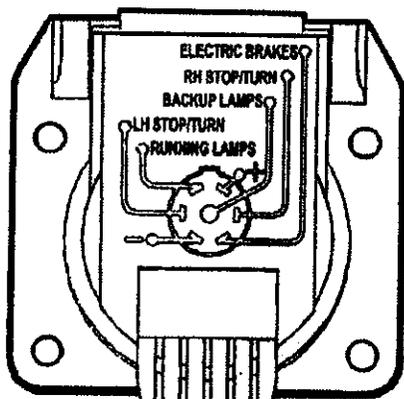
Do not install a frame equalizing type hitch on your vehicle.

### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by

a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

## MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

## CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

## TOOL AND LADDER STORAGE

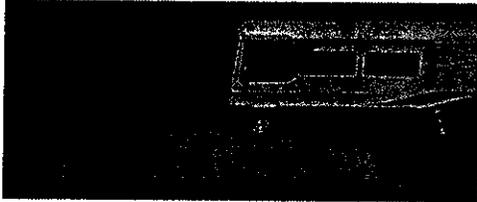
The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

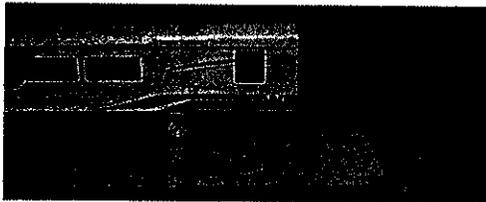
Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" in this section for proper inspection technique)					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than*

*a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling Capacity: 10,000 lbs. max.**

**Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 10,000 lbs. load (max.); however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

## SECTION 3 DRIVING YOUR MOTOR HOME

# VECTRA

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

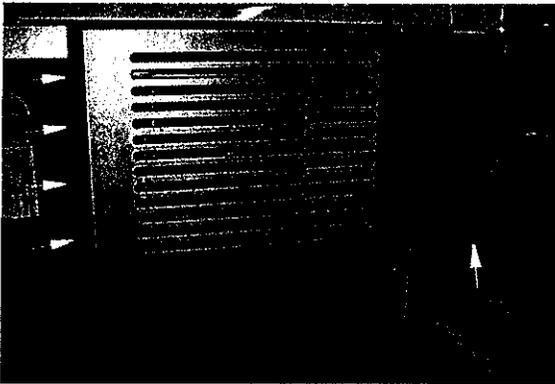
*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### Towing Package Fuses

The fuses for the chassis supplied towing package are located in a fuse block behind the air conditioner condenser grille on the rear left side of the coach.

Remove 4 screws at the front end of the grille and 1 screw on the underside of the rear end of the grille. Swing the grill upward and support while servicing.



Towing Package fuses are on fuse block

## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating.

## CAUTION

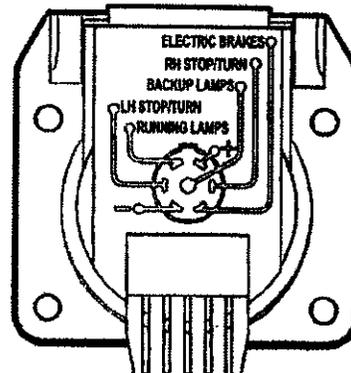
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.



### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and

downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis owner's manual for specific information.

### CAUTION

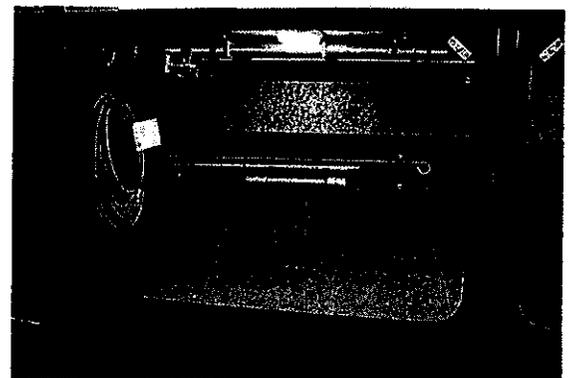
Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

#### Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis owner's manual for specific information.

### TOOL AND LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



Air Hose

Tire Tools

Roof Ladder Extension

Awning Tool

**SECTION 11  
MAINTENANCE & STORAGE**

2006  
**View**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

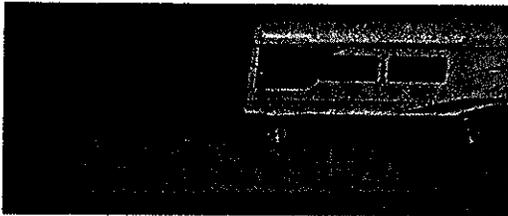
Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at beginning of this section for proper inspection technique)					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

**Corner Weighing (Side-to-Side)**

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

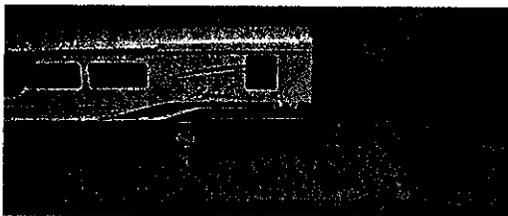
To determine the weight distribution on each tire or dual set, you will need to find a scale capable of weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires should be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

*If you tow other than a light trailer or if you tow a vehicle by means of a tow bar, you should have the trailer or vehicle coupled when weighing your motor home.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

**ROOF LOADING**

The roof is capable of carrying up to 10 pounds per square foot to a maximum of 100 pounds while the vehicle is in motion.

When the vehicle is stationary, a cargo load of 100 pounds plus the weight of a 225 pound person to load the cargo or to conduct inspection and maintenance is permissible.

Weight added to both the roof and the trailer hitch contribute to the gross vehicle weight, which must not exceed the vehicle's GVWR.

**CAR OR TRAILER TOWING**

**Hitch pulling capacity: 3,500 lbs. max.**

**Tongue weight: 350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 3,500 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined

## SECTION 3 DRIVING YOUR VEHICLE

# View

loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the Body and Chassis Specification chart in Section 1.

### CAUTION

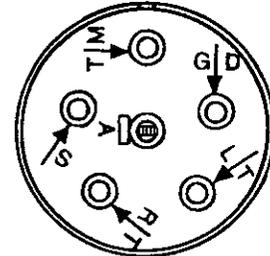
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

TM = Tail lights  
GD = Ground  
LT = Left turn  
RT = Right turn  
A = Backup lights  
S = Brake lights



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a

vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

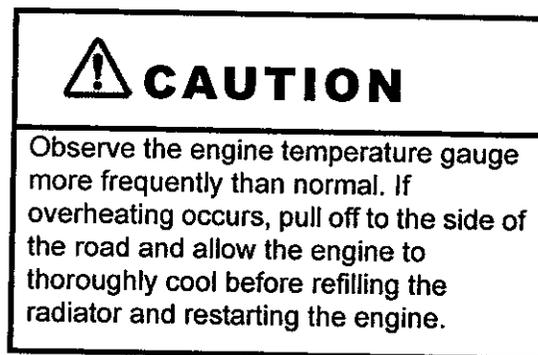
*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. The user must verify that the hitch equipment being used is adequate for the application.*

**MOUNTAIN DRIVING**

Special techniques must be used when driving in mountainous or hilly country.

**Climbing A Hill**

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.

**Descending A Hill**

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect					◆		◆
Replace							◆
<b>Frame &amp; Chassis</b>							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

---

### **CAR OR TRAILER TOWING**

**Hitch pulling capacity: 5,000 lbs. max.**

**Tongue weight: 500 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.). Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

*NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.*

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

### **WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

### **CAUTION**

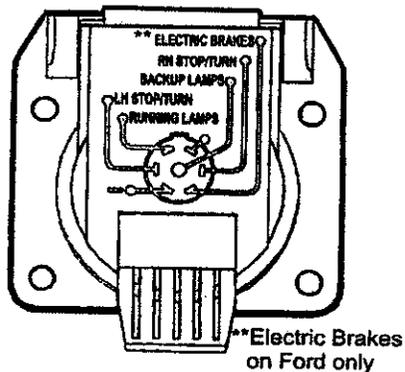
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

---

### **TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

#### Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as "GVWR not to exceed 2,000 lbs.";

Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR";

Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR";

Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR".

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

The user must verify that the hitch equipment being used is adequate for the application.

### MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

#### Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and



**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

Ford: 5,000 lbs. max.

Chevy: 3,500 lbs. max.

**Tongue weight: 350 lbs. max.**

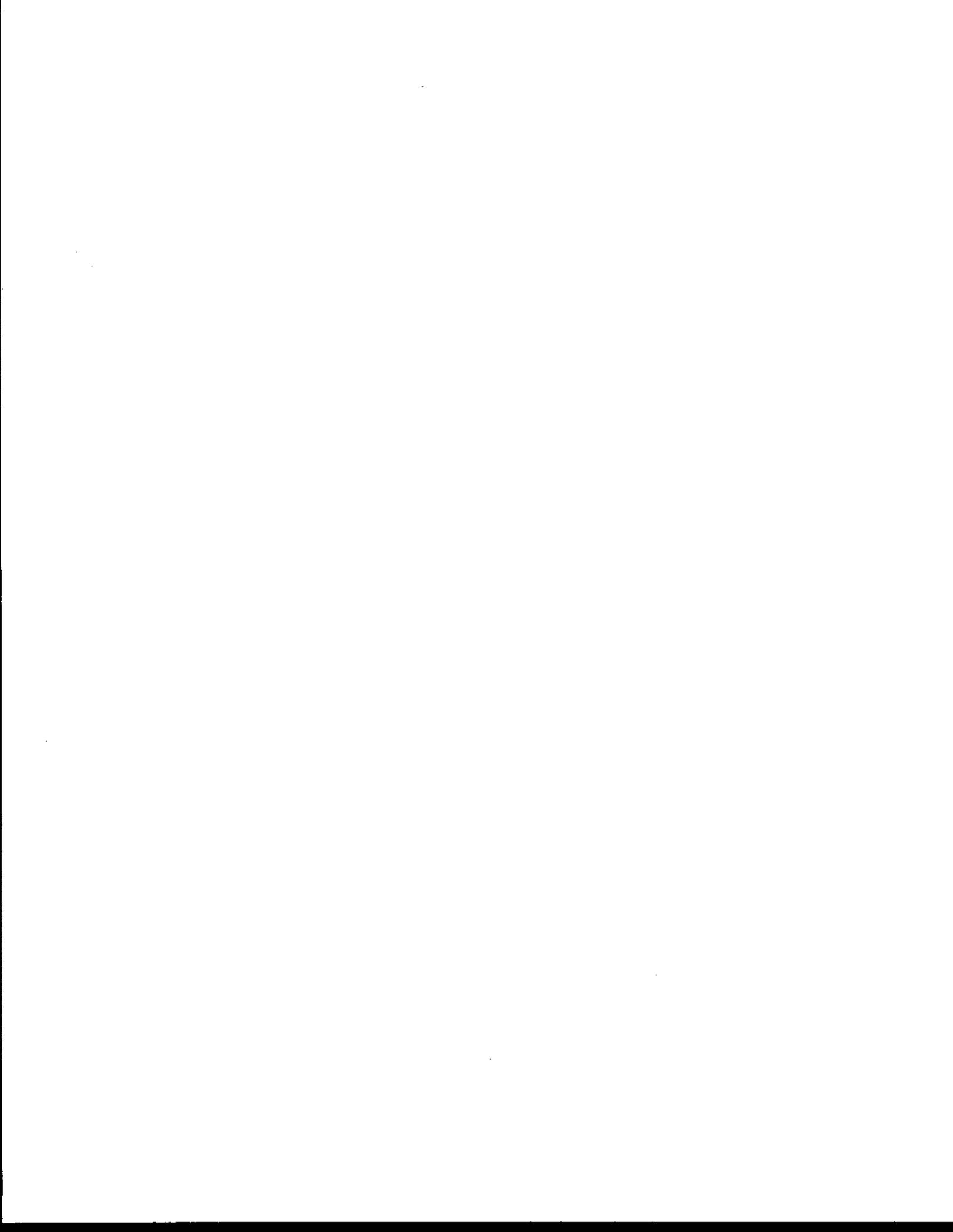
The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

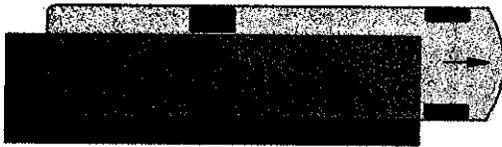


**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**5,000 lbs. max.**

**Tongue weight**

**350 lbs. or 500 lbs. max.\***

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*see label on hitch)

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

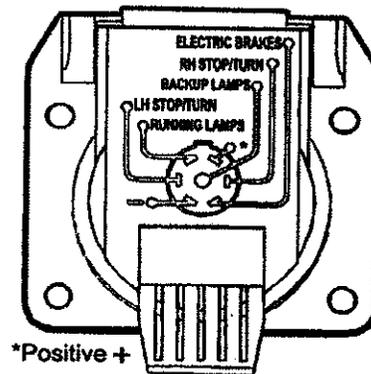
## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

## Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## WARNING

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

## Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

## Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

## Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

## Further Information

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity:**

**3,500 lbs. max.**

**Tongue weight**

**350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 3,500 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

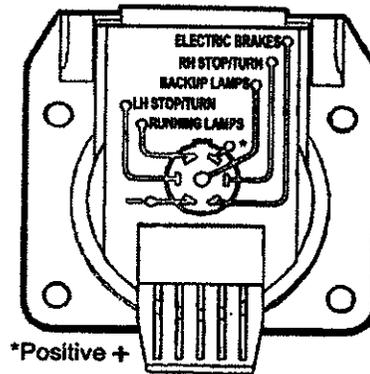
**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

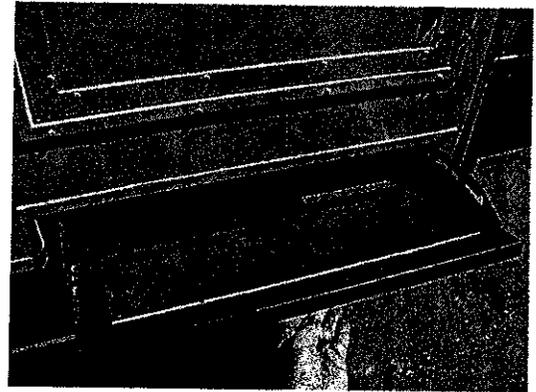
*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

### MANUAL ENTRANCE STEP

#### -If Equipped

To extend the entrance step, lift up on the front of the step and pull out until it drops into position. To retract, lift up on front of step and push back until step locks into travel position.



### WARNING

Do not use step unless it is fully extended.



### CAUTION

Always remember to store the entrance step before traveling or moving the vehicle.

### ELECTRIC ENTRANCE STEP

#### -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**3,500 lbs. max.**

**Tongue weight**

**350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 3,500 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

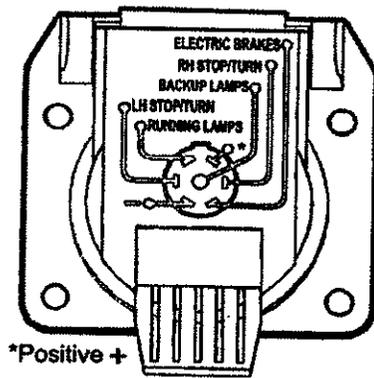
Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



### TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

### TOWING GUIDELINES

#### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

#### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

#### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### **Hitch Ratings:**

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

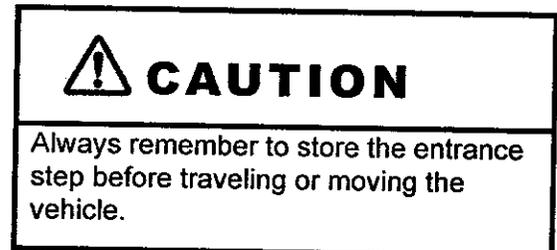
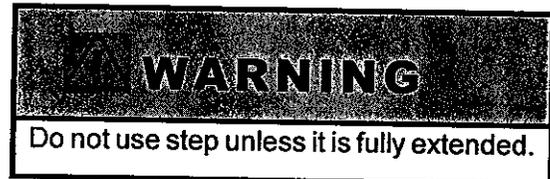
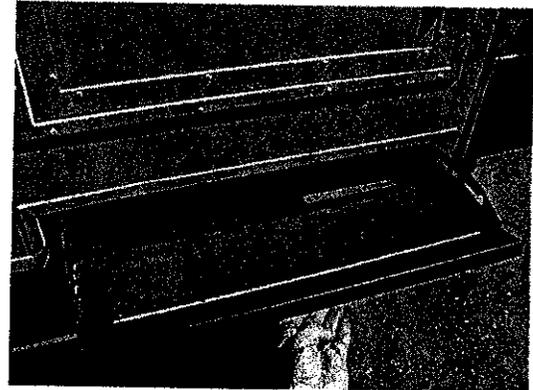
---

---

### **MANUAL ENTRANCE STEP**

#### **-If Equipped**

To extend the entrance step, lift up on the front of the step and pull out until it drops into position. To retract, lift up on front of step and push back until step locks into travel position.



---

---

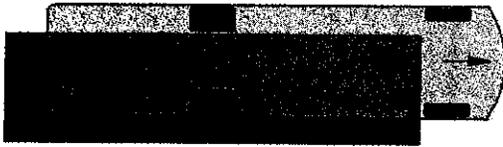
### **ELECTRIC ENTRANCE STEP**

#### **-If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**10,000 lbs. max.**

**Tongue weight**

**500 lbs. max.**

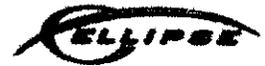
Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.



## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



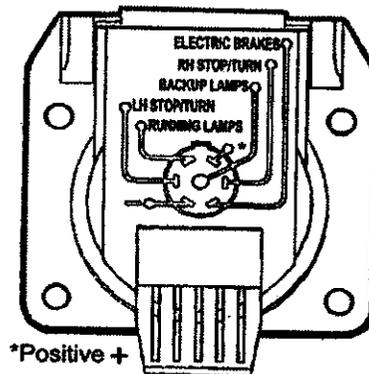
## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*



*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## **ELECTRIC ENTRANCE STEP**

### **-If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## **WARNING**

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

### **Automatic Mode - Entry Step Switch ON** **(Step Operates with Door)**

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### **Stationary Extended Mode - Step Switch OFF** **(Step Remains Extended)**

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### **Further Information**

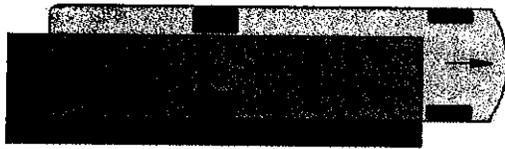
For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

### CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**10,000 lbs. max.**

**Tongue weight**

**500 lbs. max.**

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

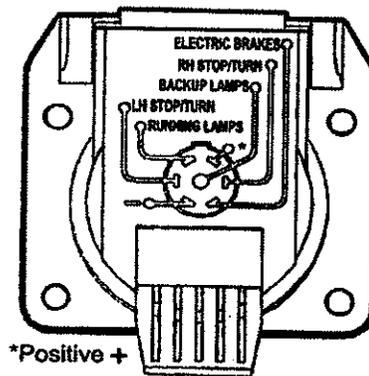
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

## Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as “GVWR not to exceed 2,000 lbs.”
- Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”
- Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”
- Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

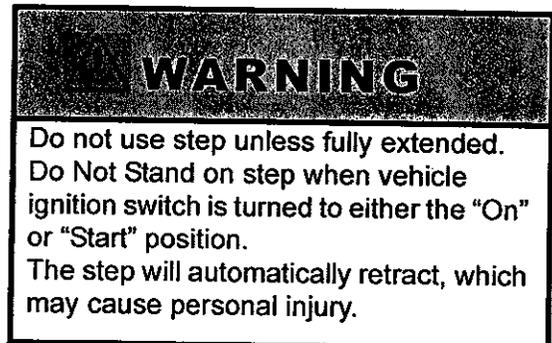
Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows “dingy” towing a large car or mid-size SUV; a Class 4 hitch allows “dingy” towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

## ELECTRIC ENTRANCE STEP –If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

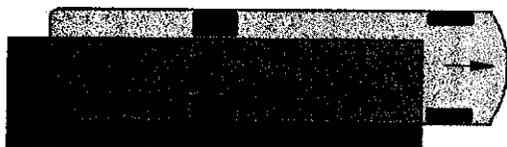
The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## **CAR OR TRAILER TOWING**

### **Hitch pulling capacity:**

**Ford: 5,000 lbs. max.**

**Chevy: 3,500 lbs. max.**

### **Tongue weight: 350 lbs. max.**

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



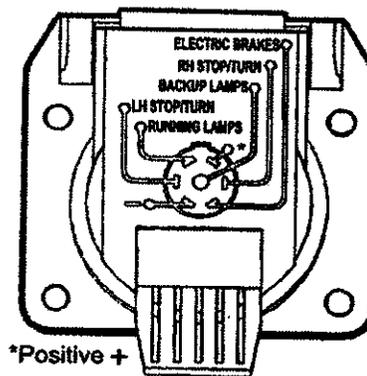
**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

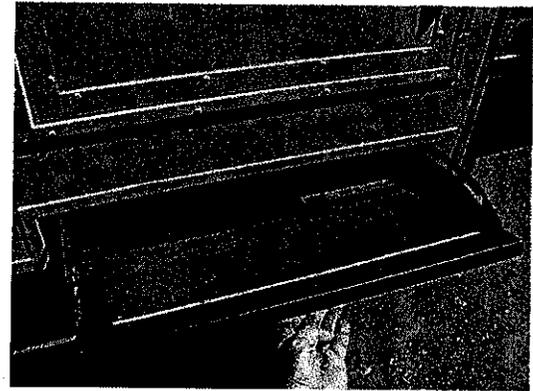
*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

### MANUAL ENTRANCE STEP

#### -If Equipped

To extend the entrance step, lift up on the front of the step and pull out until it drops into position. To retract, lift up on front of step and push back until step locks into travel position.



### WARNING

Do not use step unless it is fully extended.



### CAUTION

Always remember to store the entrance step before traveling or moving the vehicle.

### ELECTRIC ENTRANCE STEP

#### -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---



---

## CAR OR TRAILER TOWING

### Hitch pulling capacity:

10,000 lbs. max.

### Tongue weight

500 lbs. max.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



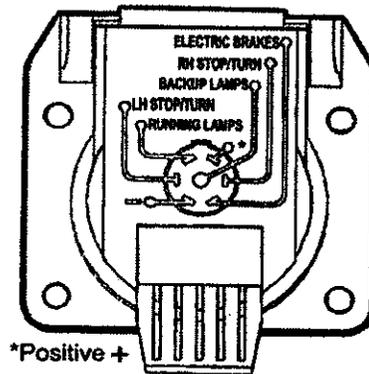
## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

### ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

#### WARNING

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

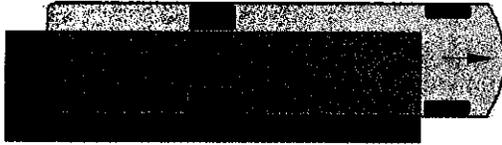
The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---



---

## CAR OR TRAILER TOWING

### Hitch pulling capacity:

10,000 lbs. max.

### Tongue weight

500 lbs. max.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

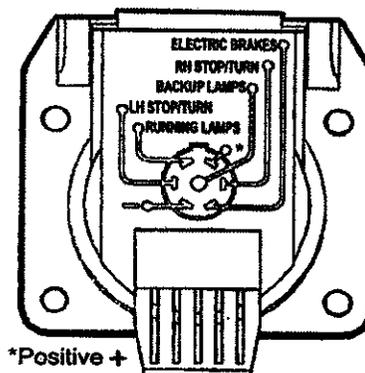
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

SAE Standard J684 defines:

- Class 1 trailers as “GVWR not to exceed 2,000 lbs.”
- Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”
- Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”
- Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

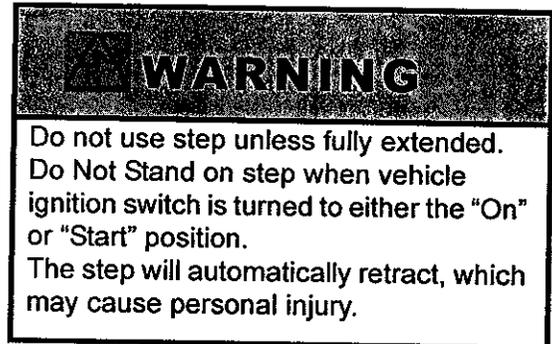
Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows “dingy” towing a large car or mid-size SUV; a Class 4 hitch allows “dingy” towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

**ELECTRIC ENTRANCE STEP  
-If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



**Automatic Mode - Entry Step  
Switch ON  
(Step Operates with Door)**

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

**Stationary Extended Mode - Step  
Switch OFF  
(Step Remains Extended)**

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

**Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## **CAR OR TRAILER TOWING**

**Hitch pulling capacity:**

**10,000 lbs. max.**

**Tongue weight**

**500 lbs. max.**

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

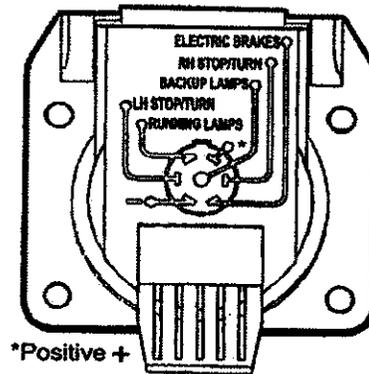
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### **Hitch Ratings:**

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

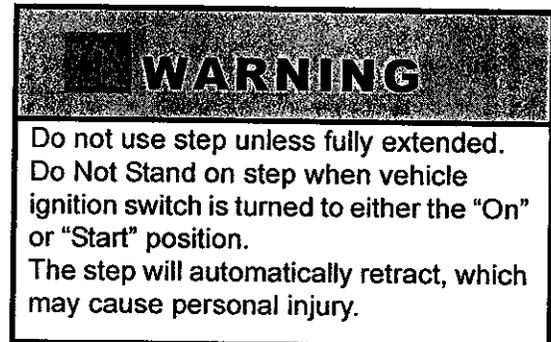
*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

---

### **ELECTRIC ENTRANCE STEP -If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



### **Automatic Mode - Entry Step Switch ON (Step Operates with Door)**

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### **Stationary Extended Mode - Step Switch OFF (Step Remains Extended)**

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

### CAR OR TRAILER TOWING

#### Hitch pulling capacity:

10,000 lbs. max.

#### Tongue weight

500 lbs. max.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



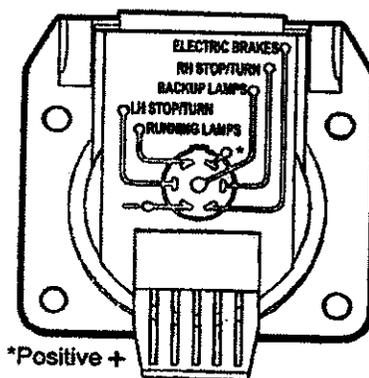
## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

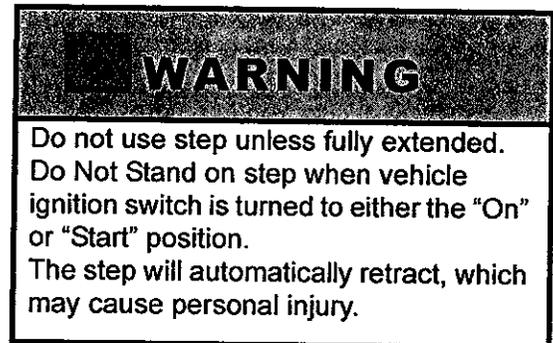
Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

### ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**SECTION 11 -  
MAINTENANCE & STORAGE**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

**CAUTION**

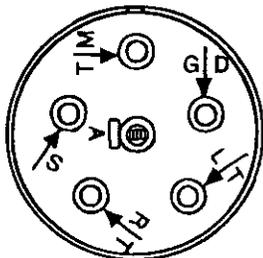
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn
- RT = Right turn
- A = Backup lights
- S = Brake lights



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

### **ELECTRIC ENTRANCE STEP** -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

**WARNING**

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

### **Automatic Mode - Entry Step Switch ON** (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### **Stationary Extended Mode - Step Switch OFF** (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### **Further Information**

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

---

### **OVERHEAD READING LIGHT SWITCH**

#### **-If Equipped**

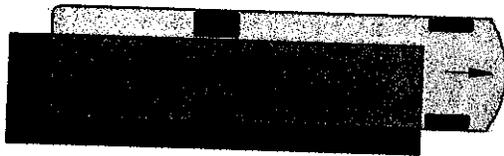
Your coach may be equipped with an overhead reading light switch located on the front bunk that when the bunk is in the raised position, it deactivates the reading light. The bunk must be in the down position for the reading light to work.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

#### Hitch pulling capacity:

Ford: 5,000 lbs. max.

Chevy: 3,500 lbs. max.

#### Tongue weight: 350 lbs. max.

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

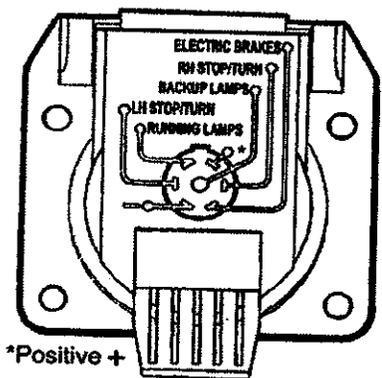
Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

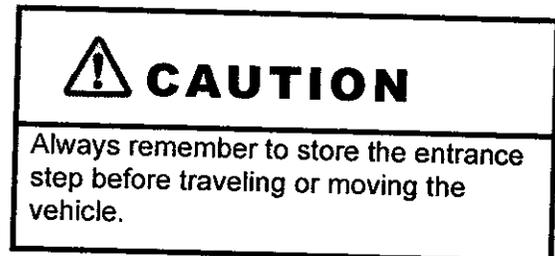
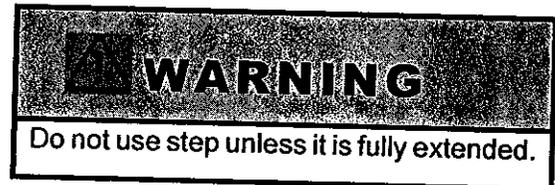
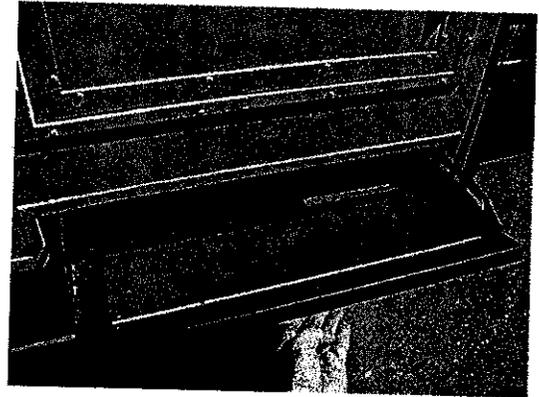
*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

### MANUAL ENTRANCE STEP

#### -If Equipped

To extend the entrance step, lift up on the front of the step and pull out until it drops into position. To retract, lift up on front of step and push back until step locks into travel position.



### ELECTRIC ENTRANCE STEP

#### -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**5,000 lbs. max.**

**Tongue weight**

**350 lbs. or 500 lbs. max.\***

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*see label on hitch)

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

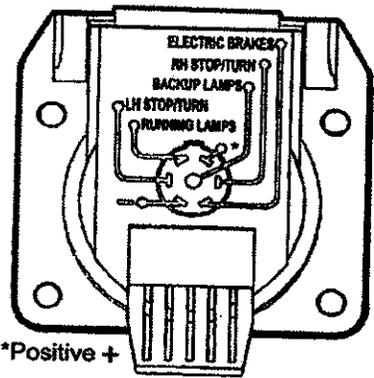
Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## WARNING

Do not use step unless fully extended. Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position. The step will automatically retract, which may cause personal injury.

### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### Further Information

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

### Hitch pulling capacity:

Ford: 5,000 lbs. max.

Chevy: 3,500 lbs. max.

### Tongue weight: 350 lbs. max.

The factory installed hitch towing capacity and vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

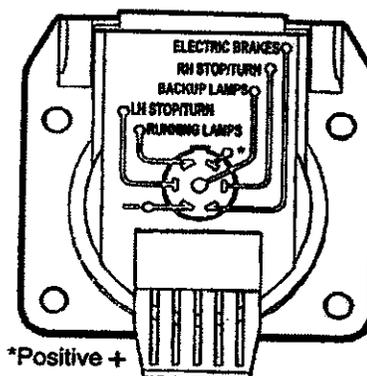
**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

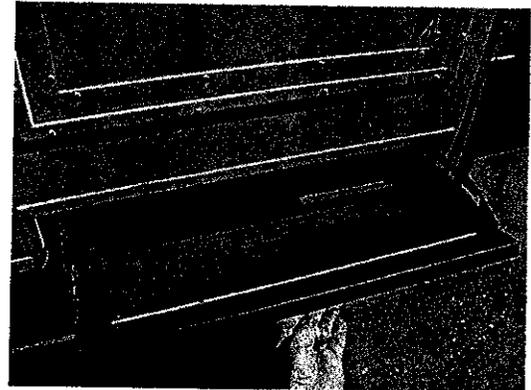
---

---

## MANUAL ENTRANCE STEP

### -If Equipped

To extend the entrance step, lift up on the front of the step and pull out until it drops into position. To retract, lift up on front of step and push back until step locks into travel position.



### WARNING

Do not use step unless it is fully extended.

### CAUTION

Always remember to store the entrance step before traveling or moving the vehicle.

---

---

## ELECTRIC ENTRANCE STEP

### -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

**SECTION 11  
MAINTENANCE/STORAGE**



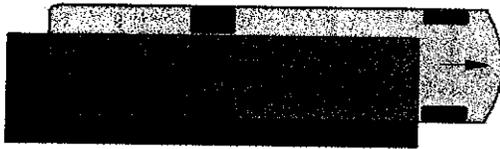
**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆



When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**5,000 lbs. max.**

**Tongue weight**

**350 lbs. or 500 lbs. max.\***

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*see label on hitch)

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.



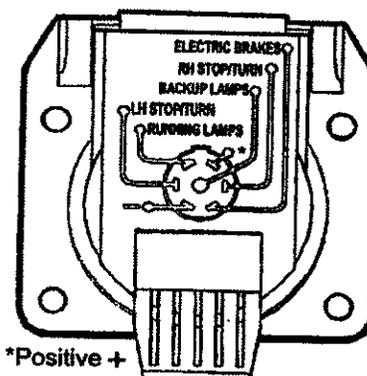
## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.



## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*



*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as “GVWR not to exceed 2,000 lbs.”
- Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”
- Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”
- Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

---

## ELECTRIC ENTRANCE STEP —If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## WARNING

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the “On” or “Start” position.  
The step will automatically retract, which may cause personal injury.

### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### Further Information

For additional information on the step, see the manufacturer’s operators manual included in your InfoCase.

**SECTION 11  
MAINTENANCE/STORAGE**



**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆



When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## CAR OR TRAILER TOWING

### Hitch pulling capacity:

5,000 lbs. max.

### Tongue weight

350 lbs. or 500 lbs. max.\*

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*see label on hitch)

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.



## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

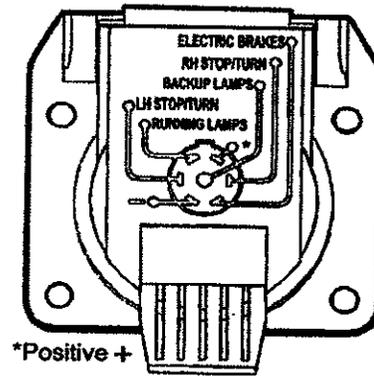
## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.  
Do not install a frame equalizing type hitch on your vehicle.

## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*



*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## WARNING

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### Further Information

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

### CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**5,000 lbs. max.**

**Tongue weight**

**350 lbs. or 500 lbs. max.\***

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*see label on hitch)

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

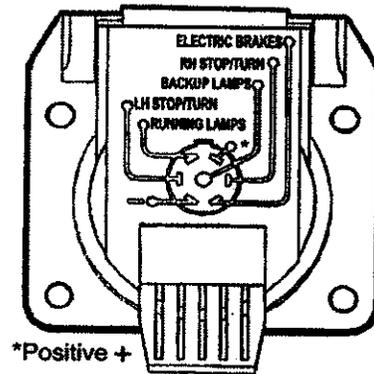
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

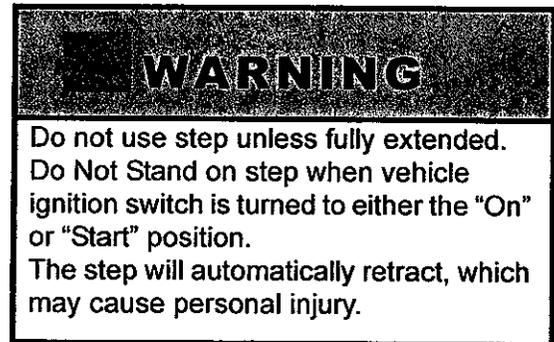
Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

### ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

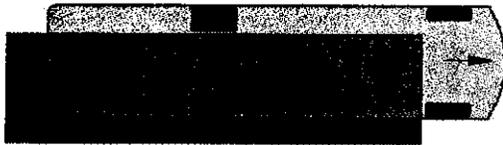
The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

### CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**5,000 lbs. max.**

**Tongue weight**

**500 lbs. max.**

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

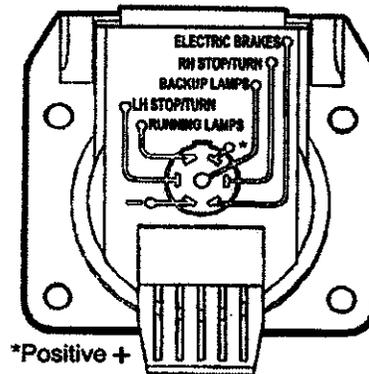
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as “GVWR not to exceed 2,000 lbs.”
- Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”
- Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”
- Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## **ELECTRIC ENTRANCE STEP** –If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## **WARNING**

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the “On” or “Start” position.  
The step will automatically retract, which may cause personal injury.

### **Automatic Mode - Entry Step Switch ON** (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### **Stationary Extended Mode - Step Switch OFF** (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### **Further Information**

For additional information on the step, see the manufacturer’s operators manual included in your InfoCase.

**SECTION 11 -  
MAINTENANCE & STORAGE**

2007  
**TOUR**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

### CAR OR TRAILER TOWING

#### Hitch pulling capacity:

10,000 lbs. max.

#### Tongue weight

500 lbs. max.

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See *preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

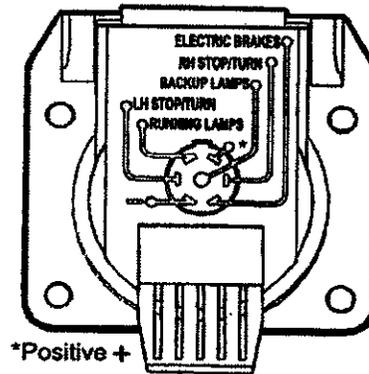
## WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



## CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



## TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

## TOWING GUIDELINES

### Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

### Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

### Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

### **ELECTRIC ENTRANCE STEP -If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## **WARNING**

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

### **Automatic Mode - Entry Step Switch ON (Step Operates with Door)**

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### **Stationary Extended Mode - Step Switch OFF (Step Remains Extended)**

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### **Further Information**

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

### CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**10,000 lbs. max.**

**Tongue weight**

**500 lbs. max.**

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

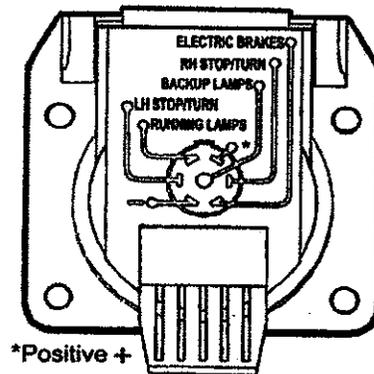
**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

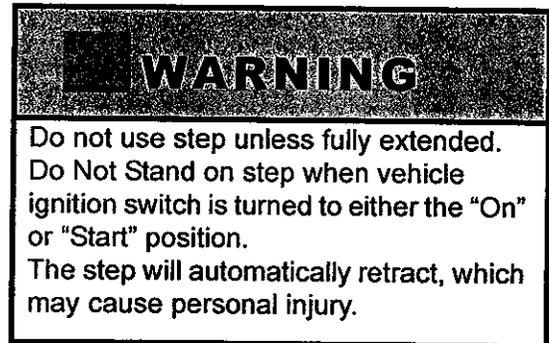
Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

### ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

**SECTION 11 -  
MAINTENANCE & STORAGE**

2007  
**View**

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

**Hitch pulling capacity:**

**3,500 lbs. max.**

**Tongue weight**

**350 lbs. max.**

The factory installed towing hitch on this coach is capable of pulling 3,500 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.



**CAUTION**

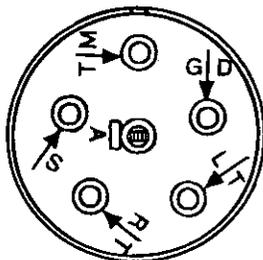
Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING  
CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid 'shorts' or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn
- RT = Right turn
- A = Backup lights
- S = Brake lights



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

**Hitch Ratings:**

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## **ELECTRIC ENTRANCE STEP**

### **-If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

**WARNING**

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

## **Automatic Mode - Entry Step**

### **Switch ON**

#### **(Step Operates with Door)**

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

## **Stationary Extended Mode - Step**

### **Switch OFF**

#### **(Step Remains Extended)**

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

## **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

## **Further Information**

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

---

## **OVERHEAD READING LIGHT**

### **SWITCH**

#### **-If Equipped**

Your coach may be equipped with an overhead reading light switch located on the front bunk that when the bunk is in the raised position, it deactivates the reading light. The bunk must be in the down position for the reading light to work.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

---

---

## **CAR OR TRAILER TOWING**

### **Hitch pulling capacity:**

**5,000 lbs. max.**

### **Tongue weight**

**500 lbs. max.**

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

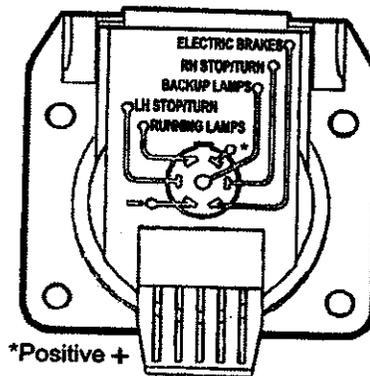
Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, propane, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The "trailer" can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to*

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.

*be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### **Hitch Ratings:**

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

*NOTE: All Winnebago Industries models equipped with a Class 4 hitch have a label stating vertical tongue load is limited to 500 lbs.*

The user must verify that the hitch equipment being used is adequate for the application.

---

## **ELECTRIC ENTRANCE STEP -If Equipped**

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

## **WARNING**

Do not use step unless fully extended. Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position. The step will automatically retract, which may cause personal injury.

### **Automatic Mode - Entry Step Switch ON (Step Operates with Door)**

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### **Stationary Extended Mode - Step Switch OFF (Step Remains Extended)**

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### **Automatic Retraction Feature**

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

### **Further Information**

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

**COACH MAINTENANCE CHART**

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
<b>Sealants</b>							
Inspect (see "Sealants" at the beginning of this section for proper inspection technique)					◆		◆
Replace (see "Recommended Sealant Application" page at the end of this section)							◆
<b>Frame &amp; Chassis</b>							
Follow chassis manufacturer's maintenance guide (refer to chassis manual)							◆
Inspect Hitch Receiver (if towing)	◆						
<b>Tires</b>							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
<b>Miscellaneous</b>							
Lubricate locks, hinges, latches						◆	◆

When the front wheel has been weighed, pull the coach straight ahead until only the right rear wheel/dual set is on the scale pad as shown.



Weighing Right Rear Corner

Now, turn the coach around and repeat the process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

*NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.*

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

## CAR OR TRAILER TOWING

### Hitch pulling capacity:

5,000 lbs. max.

### Tongue weight

350 lbs. or 500 lbs. max.\*

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. (\*see label on hitch)

Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.

**WARNING**

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See the "Body and Chassis Specification" chart in the Introduction Section.

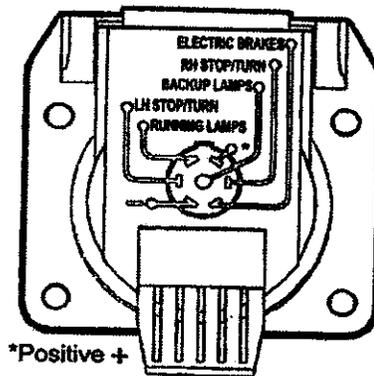
**CAUTION**

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

**TRAILER WIRING CONNECTOR**

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The following diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



**TOWING GUIDELINES**

**Gross Vehicle Weight Rating (GVWR):**

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

**Gross Axle Weight Rating (GAWR):**

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front and rear.

**Gross Combination Weight Rating (GCWR):**

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. For purposes of this definition, the "trailer" can be a trailer, a vehicle towed on a dolly, or a vehicle towed by means of a tow bar. GCWR is typically specified based on durability and performance of the tow vehicle drive train: engine and cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

*NOTE: If the "trailer" weighs 1,000 lbs. or more, state or provincial laws/regulations may require the "trailer" to be equipped with brakes that are*

*activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.*

### Hitch Ratings:

SAE Standard J684 defines:

- Class 1 trailers as "GVWR not to exceed 2,000 lbs."
- Class 2 trailers as "GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR"
- Class 3 trailers as "GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR"
- Class 4 trailers as "GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR"

Hitches are to be permanently marked with "Maximum trailer GVWR to be drawn" and "Maximum vertical tongue weight to be imposed..." The SAE standard does not specify a vertical load rating, as such.

Traditionally, hitches are labeled 3,500/350 as Class 2, 5,000/500 as Class 3 and 10,000/1,000 as Class 4. The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer.

Ford's towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. Within GCWR, a Class 3 hitch allows "dingy" towing a large car or mid-size SUV; a Class 4 hitch allows "dingy" towing a large SUV or pickup. (NOTE: Hitch ratings are independent of towing vehicle ratings.)

*NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. All Winnebago Industries models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs. At 228" wheelbase, 500-lb. load on a hitch 11' from the rear axle will apply about 800 lbs. at the axle.*

The user must verify that the hitch equipment being used is adequate for the application.

### ELECTRIC ENTRANCE STEP -If Equipped

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.

#### WARNING

Do not use step unless fully extended.  
Do Not Stand on step when vehicle ignition switch is turned to either the "On" or "Start" position.  
The step will automatically retract, which may cause personal injury.

### Automatic Mode - Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

### Stationary Extended Mode - Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

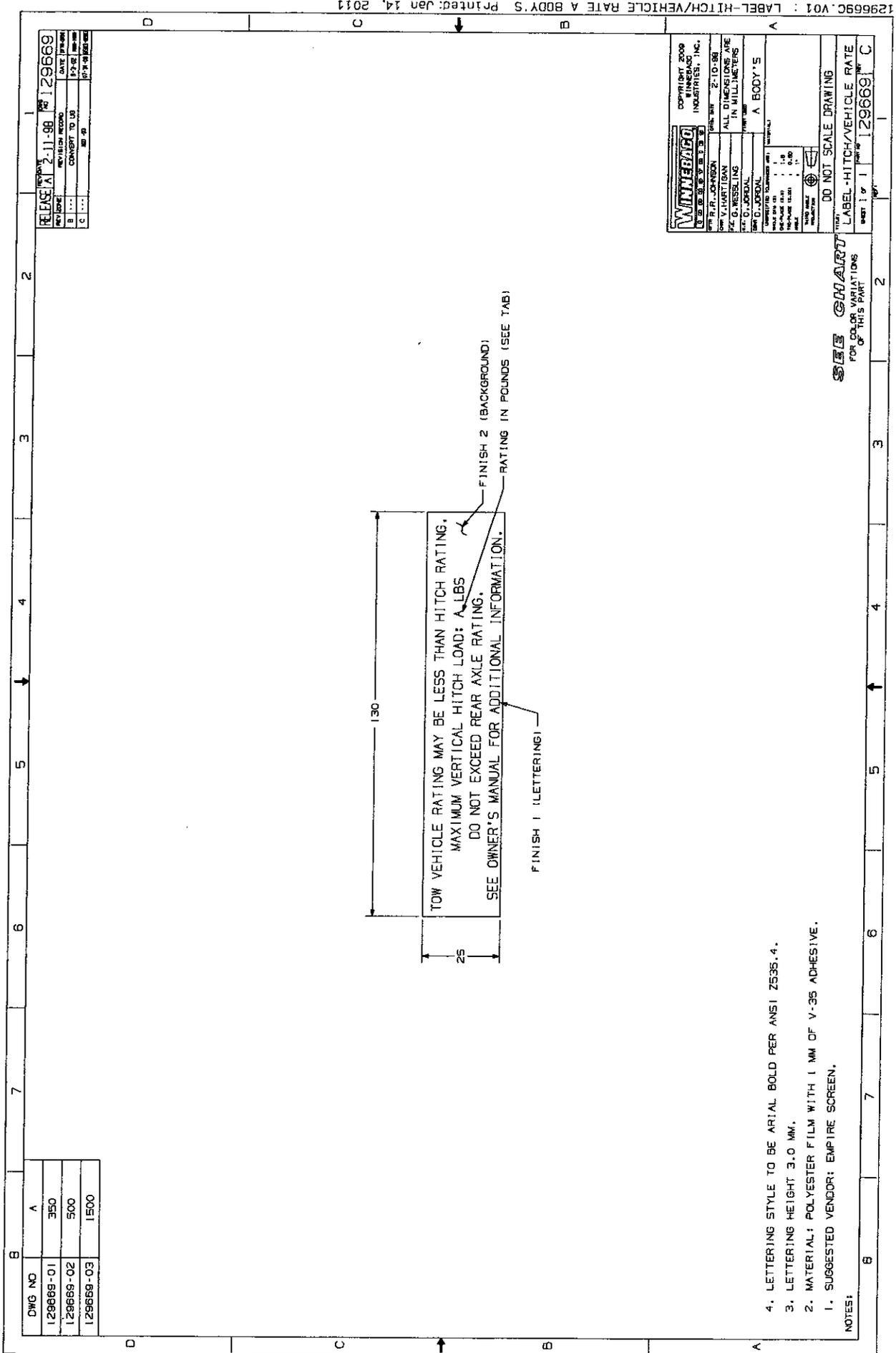
This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

### Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.



6 (6)



DWG NO	A
129669-01	350
129669-02	500
129669-03	1500

REV	DATE	BY	APP
1	2-11-98		
2			
3			
4			

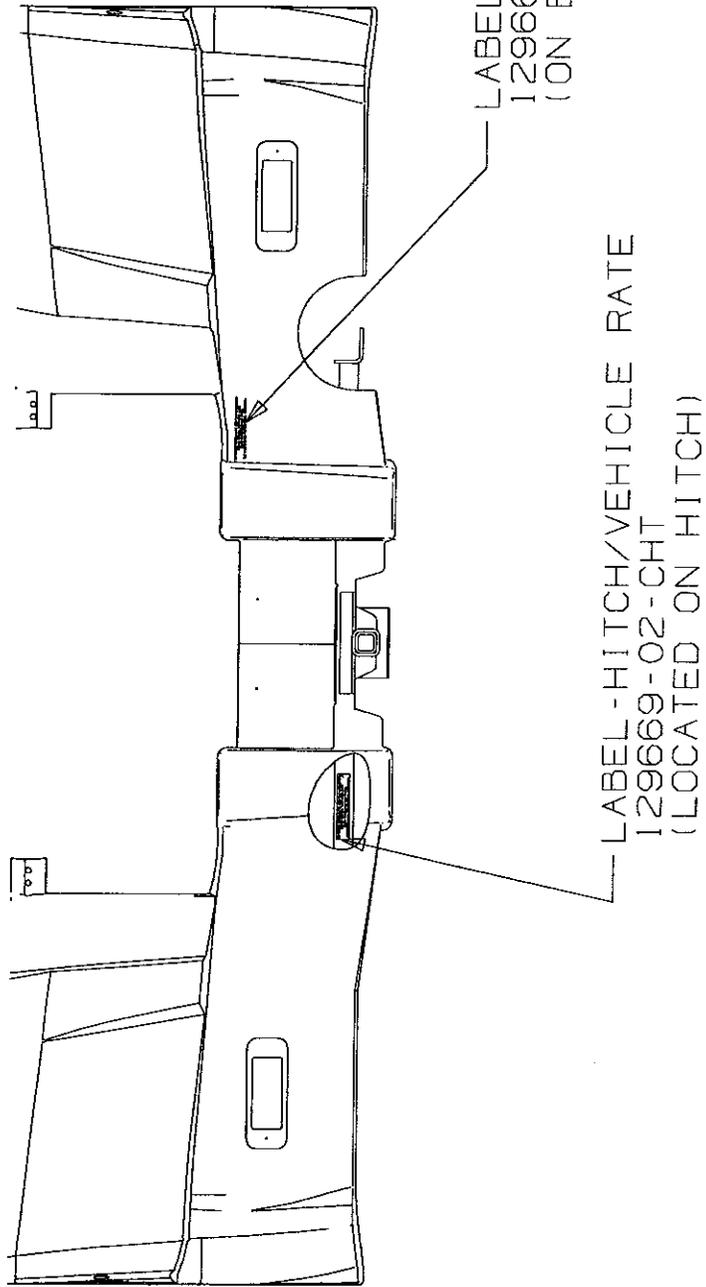
**WILBERG**  
 COPYRIGHT 2009  
 FINEMAC  
 INDUSTRIES, INC.  
 210-851-2100  
 ALL DIMENSIONS ARE  
 IN MILLIMETERS

DESIGNED BY: J. JOHNSON  
 DATE: 2-10-08  
 DRAWN BY: V. HARTIGAN  
 CHECKED BY: G. WESSLING  
 PART NO: A BODY'S

SCALE: 1:1  
 SHEET 1 OF 1  
 PART NO: 129669

DO NOT SCALE DRAWING  
 LABEL-HITCH/VEHICLE RATE  
 SHEET 1 OF 1 PART NO: 129669

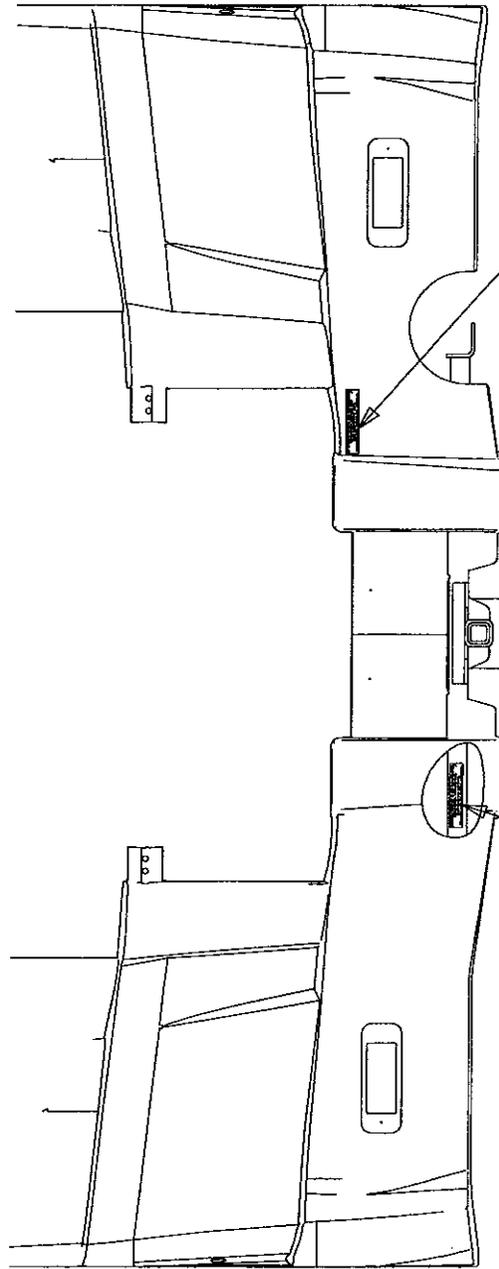
- NOTES:
- LETTERING STYLE TO BE ARIAL BOLD PER ANSI Z535.4.
  - LETTERING HEIGHT 3.0 MM.
  - MATERIAL: POLYESTER FILM WITH 1 MM OF V-35 ADHESIVE.
  - SUGGESTED VENDOR: EMPIRE SCREEN.



6 (G)

TOUR / ELLIPSE

R

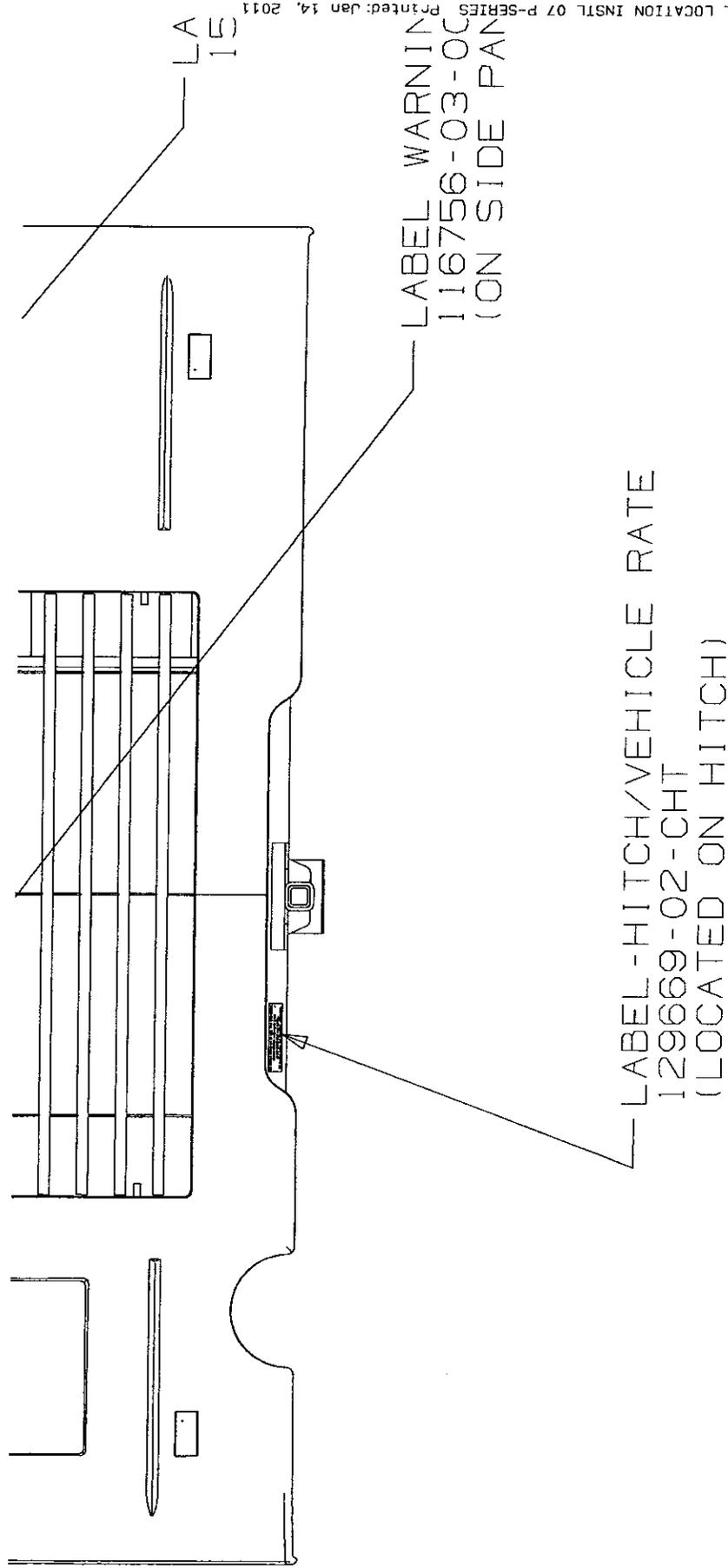


LABEL - HITCH/VEHICLE RATE  
129669-02-CHT  
(ON BACKWALL/BUMPER)

LABEL - HITCH/VEHICLE RATE  
129669-02-CHT  
(LOCATED ON HITCH)

6 (G)

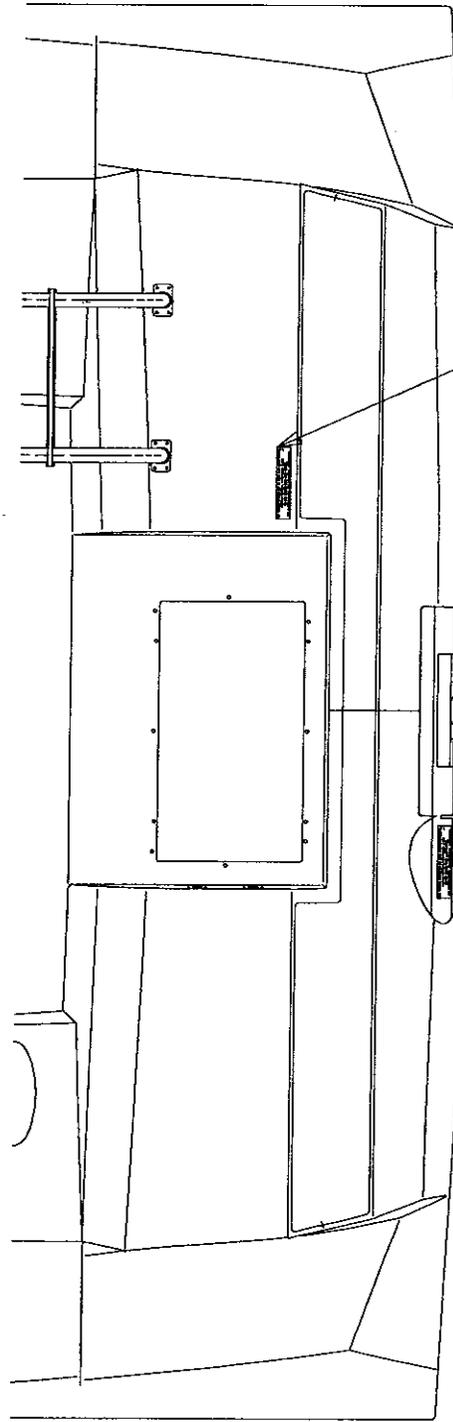
JOURNEY / MERIDIAN P



6 (G)

# ADVENTURER / SUNCRUISER

G



LABEL-HITCH/VEHICLE RATE  
129669-02-CHT

HITCH  
REF

LABEL-HITCH/VEHICLE RATE  
129669-02-CHT

7	6	5
---	---	---



6 (6)

SIGHT SEER / SUNOVA

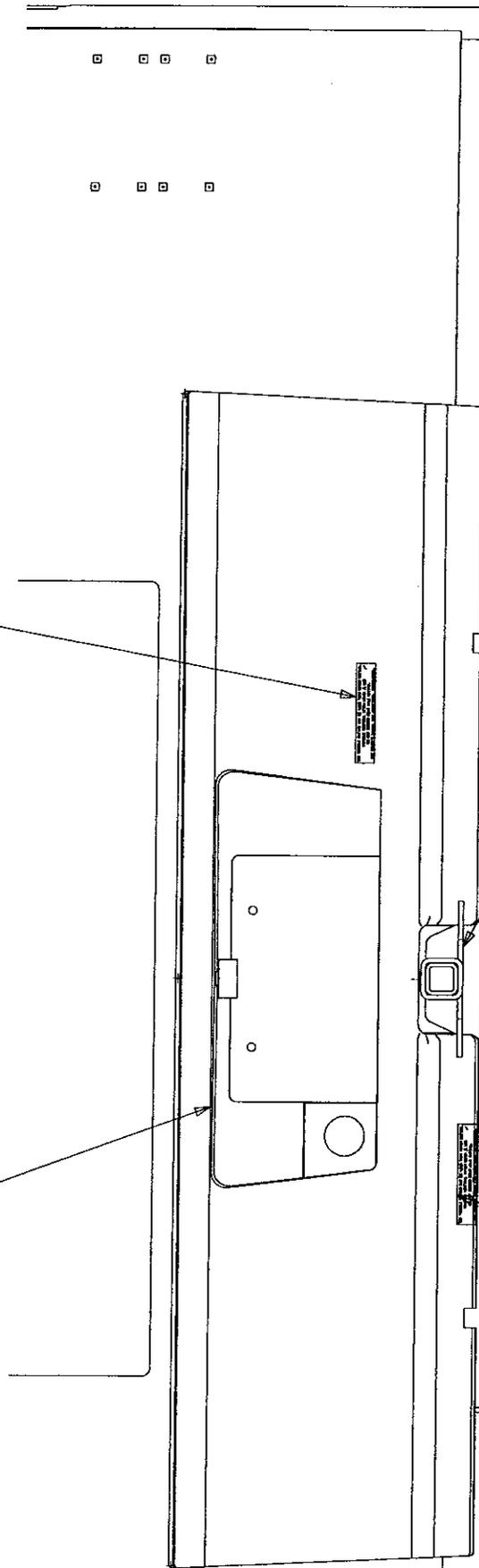
D

LABEL-HITCH/VEHICLE RATE  
129669-02-CHT  
(LOCATE ON BUMPER/BACKWALL)

BACKWALL/BUMPER-REAR  
REF

HITCH (REF)

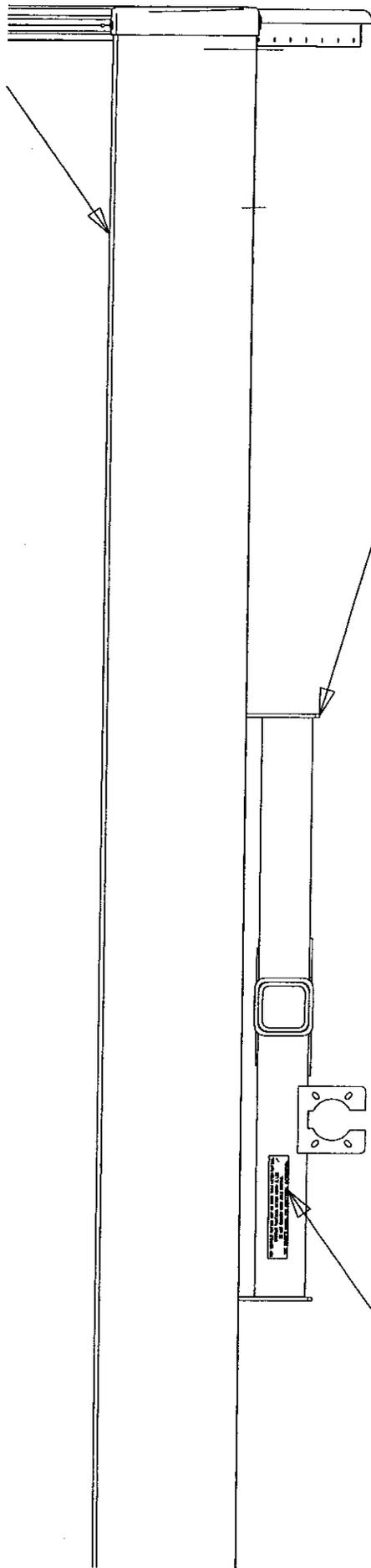
LABEL-HITCH/VEHICLE RATE  
129669-02-CHT  
(LOCATE ON HITCH)



6 (G)

VISTA / SUNSTAR

E



HITCH  
REF

LABEL-HITCH/VEHICLE RATE  
129669-02-CHT  
(LOCATE ON HITCH)

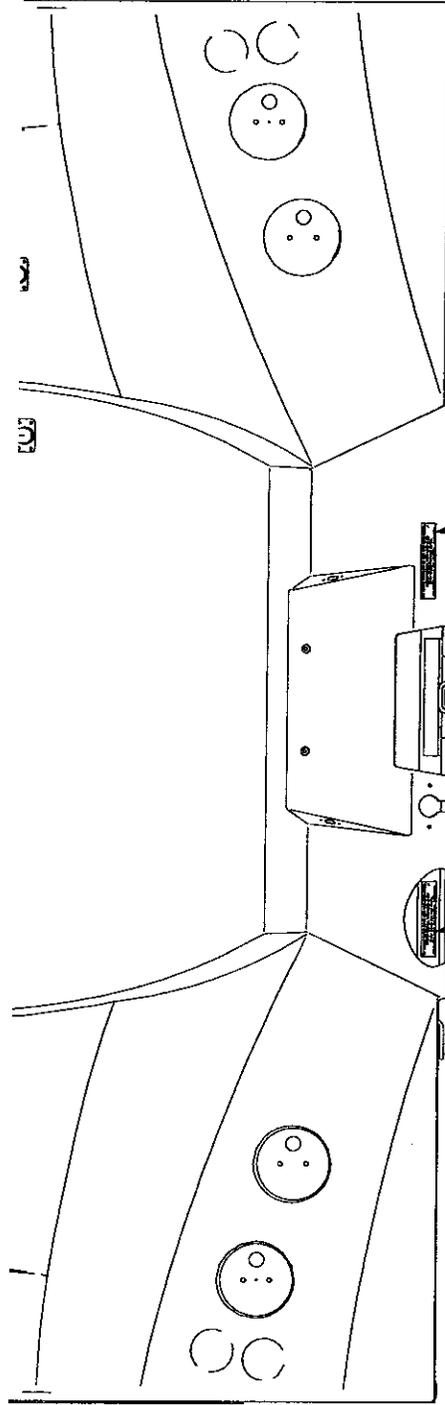
4

3

6 (G)

ASPECT / CAMBRIA

700s

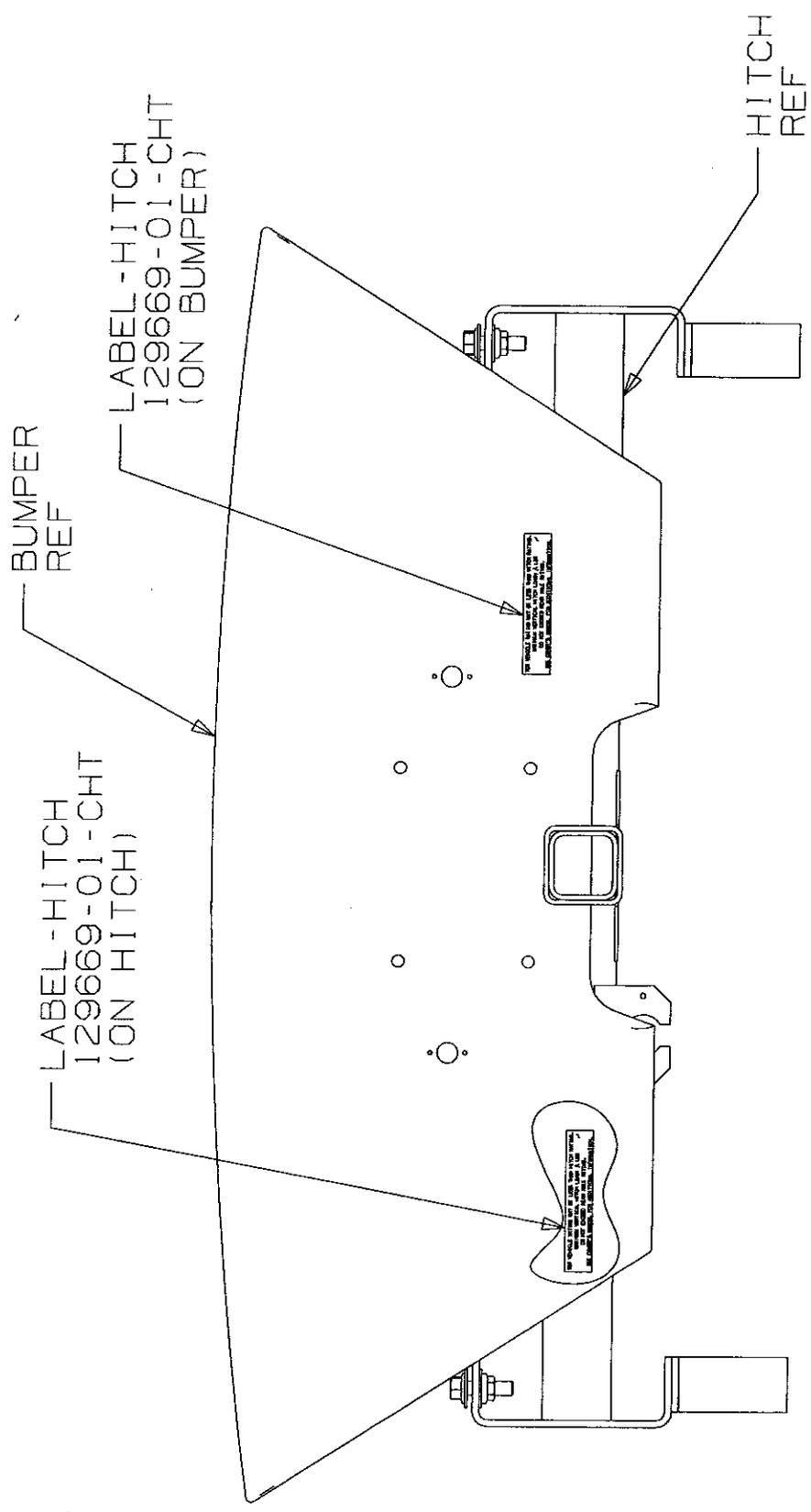


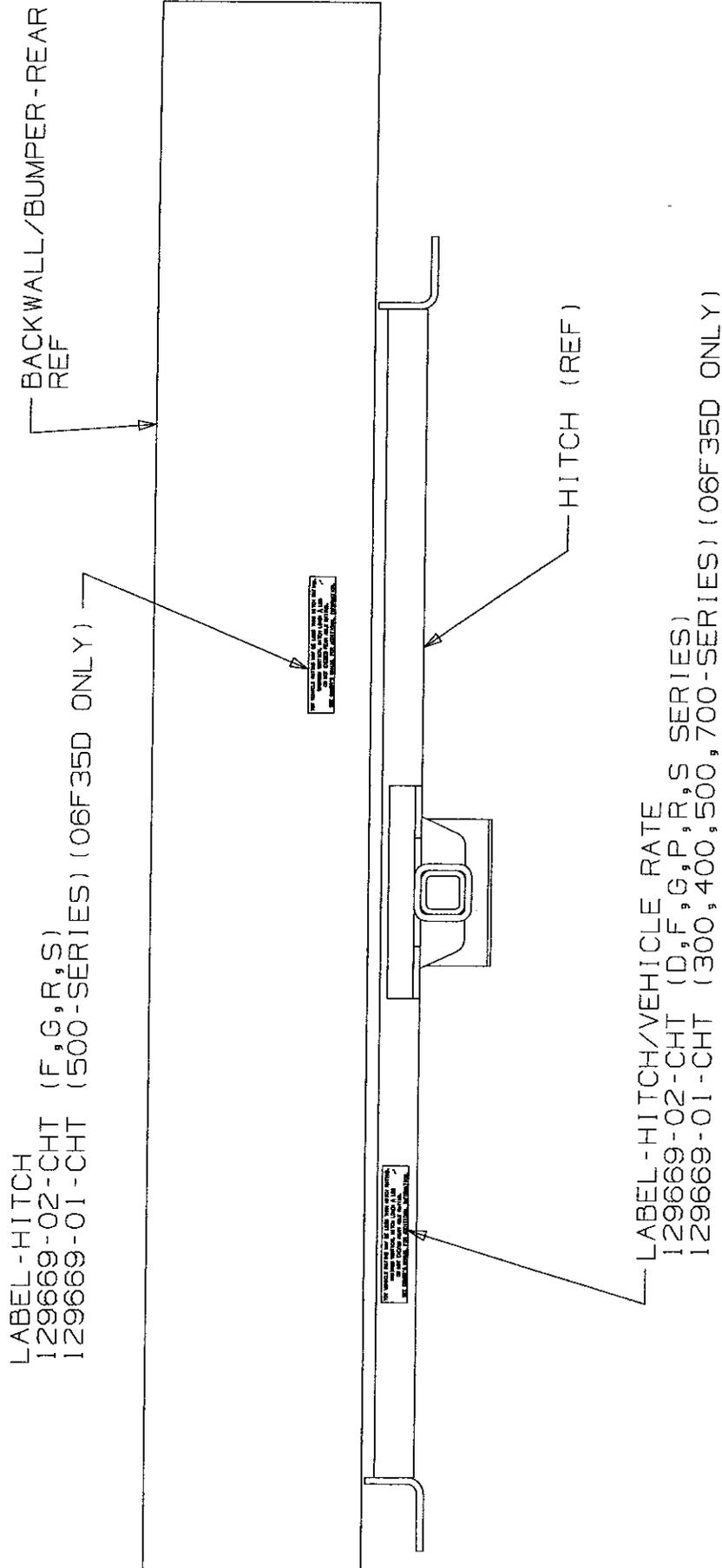
LABEL-HITCH/VEHICLE RATE  
129669-01-CHT  
(LOCATE ON BACKWALL/BUMPER)

LABEL-HITCH/VEHICLE RATE  
129669-01-CHT  
(LOCATE ON HITCH)

# VIEW / NAVION

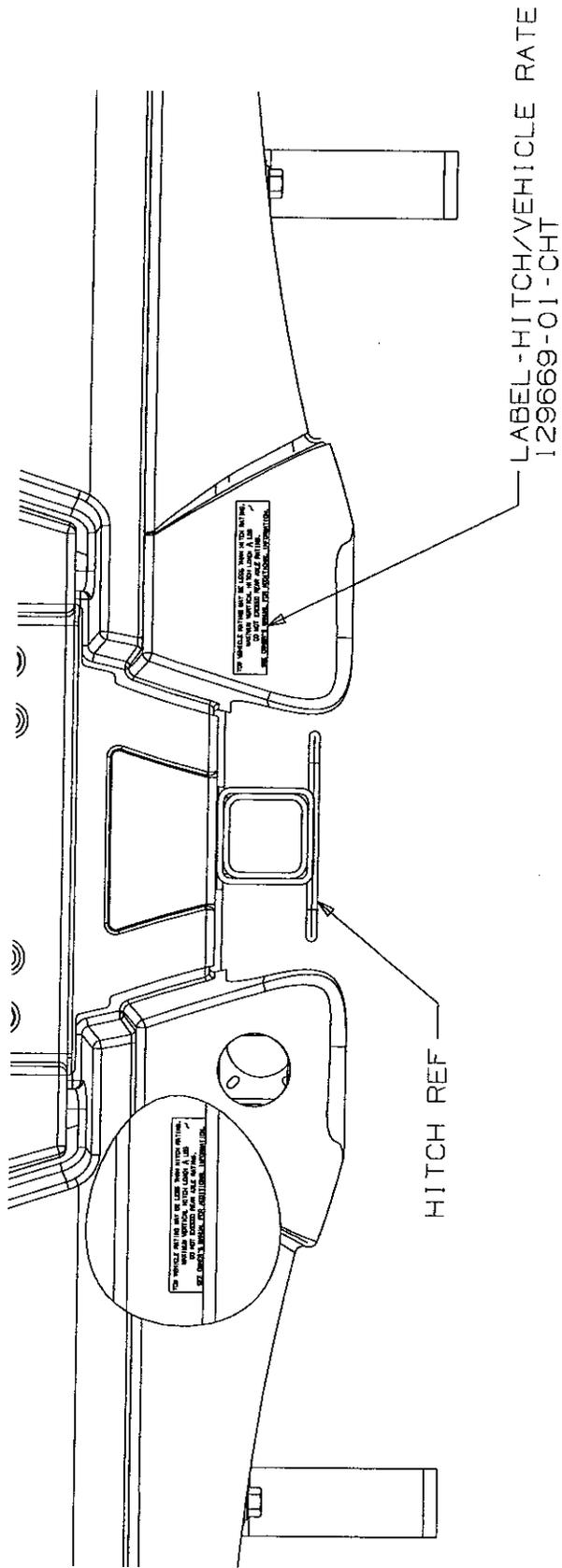
500s





6 (G)

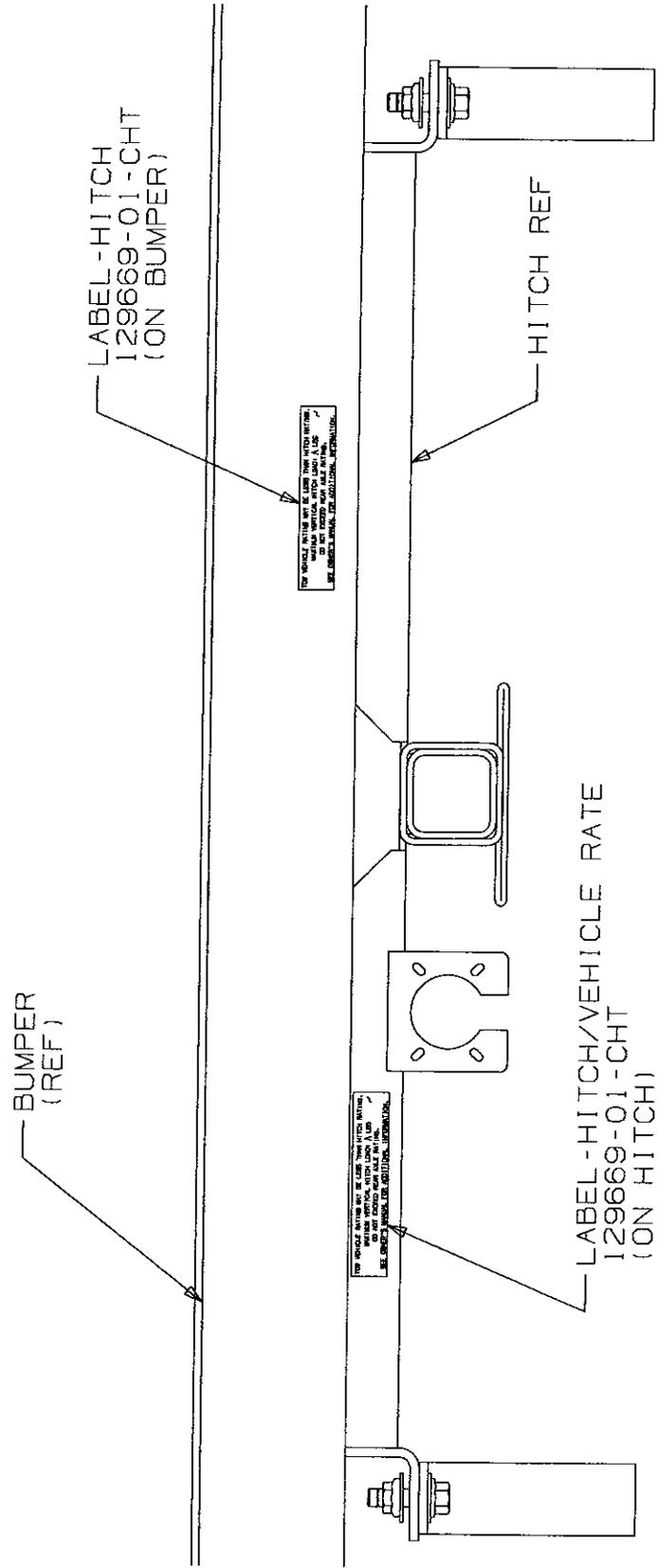
OUTLOOK / SPIRIT 300s



6 (G)

ACCESS / IMPULSE

200s

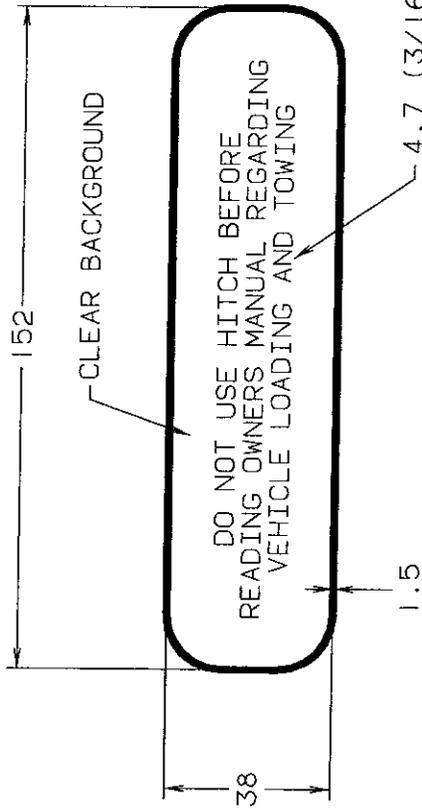


G (6)

2005 BINTA  
CLASS I HITCH

DWG NO	A
111104-01	WHITE
111104-02	BLACK

REV	DATE	DFTR	ADM	DWG	NO
A	3/02/93	MJS	VH		111104
REVISION RECORD					
REV ZONE	DATE				
B	09/26/94				
ADDED TAB -02					
DDA					



2. LABEL TO BE CLASS I PER SPECIFICATION 39996.
1. LABEL TO BE LOCATED ON THE HITCH. LOCATE LABEL SO THAT ITS VIEW IS NOT OBSTRUCTED.

NOTES:

DATE		2/25/93	UNSPECIFIED TOLERANCES ARE:	94 GEN MH'S	
DFTR	M. SCHACHTNER	DATE	3/02/93	WHOLE DIM (X)	± 1.5
CHR	V. HARTIGAN	DATE	3/02/93	ONE-PLACE (X.X)	± 1.5
P	E	DATE	3/02/93	TWO-PLACE (X.XX)	±
M	E	D. JORDAL	DATE	3/02/93	THIRD ANGLE
DSNR	D. JORDAL	DATE	3/02/93	PROJECTION	
LAYOUT	TITLE				
NO	LABEL-HITCH, READ MANUAL				
DIA Ø	SCALE:	1:0	DO NOT SCALE DRAWING	SIZE	DWG
ALL DIMENSIONS ARE IN MILLIMETERS			SHEET	1	OF
				111104	111104

**WINNEBAGO**

6 (G)

RIALTA

H

