OWNERS MANUAL

Weekend Warrior Toy Haulers
A Division of Omega RV LLC
# TABLE OF CONTENTS

## INTRODUCTION
- Weekend Warrior Toy Hauler Limited Warranty ........................................... 6
- Appliance and Other Component Warranties ..................................................... 6
- Customer Responsibilities .................................................................................. 6
- Delivery Checklist .............................................................................................. 7
- Important Serial Numbers .................................................................................. 7
- Formaldehyde ..................................................................................................... 8
- California Air Resource Board (CARB) Notice ................................................ 8

## SECTION 1: RV SYSTEMS, FAMILIARIZATION, AND OPERATION

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>L.P.G. (Liquefied Petroleum Gas) System</td>
<td>9</td>
</tr>
<tr>
<td>L.P.G. Safety Precautions</td>
<td>9</td>
</tr>
<tr>
<td>L.P.G. Tank Removal and Installation</td>
<td>10</td>
</tr>
<tr>
<td>L.P.G. Tank Filling</td>
<td>11</td>
</tr>
<tr>
<td>L.P. Gas Detector</td>
<td>12</td>
</tr>
<tr>
<td>Carbon Monoxide (CO) Detector</td>
<td>12</td>
</tr>
<tr>
<td>To light Start-Up and Operation of L.P. Gas Fired Appliances</td>
<td>13</td>
</tr>
<tr>
<td>Refrigerator</td>
<td>14</td>
</tr>
<tr>
<td>Water Heater</td>
<td>14</td>
</tr>
<tr>
<td>Furnace</td>
<td>15</td>
</tr>
<tr>
<td>Range and Oven</td>
<td>15</td>
</tr>
<tr>
<td>Range Hood Exhaust Vent</td>
<td>15</td>
</tr>
<tr>
<td>Microwave / Convection Oven (if equipped)</td>
<td>15</td>
</tr>
<tr>
<td>Air Conditioner (if equipped)</td>
<td>15</td>
</tr>
<tr>
<td>Fresh Water System</td>
<td>16</td>
</tr>
<tr>
<td>City Water Connection</td>
<td>16</td>
</tr>
<tr>
<td>Black Tank Flush / No Fuss Flush</td>
<td>16</td>
</tr>
<tr>
<td>Self-Contained Water System</td>
<td>16</td>
</tr>
<tr>
<td>Sanitizing the Potable Water System</td>
<td>17</td>
</tr>
<tr>
<td>Waste Drainage System</td>
<td>18</td>
</tr>
<tr>
<td>Toilet</td>
<td>18</td>
</tr>
<tr>
<td>Holding Tanks</td>
<td>18</td>
</tr>
<tr>
<td>Tank Dumping</td>
<td>19</td>
</tr>
<tr>
<td>Electrical System</td>
<td>20</td>
</tr>
<tr>
<td>12 Volt DC</td>
<td>20</td>
</tr>
<tr>
<td>120 Volt AC</td>
<td>20</td>
</tr>
<tr>
<td>Ground Fault Interrupter (GFI)</td>
<td>21</td>
</tr>
<tr>
<td>Slide-Out Room(s) (if equipped)</td>
<td>22</td>
</tr>
<tr>
<td>Converters</td>
<td>23</td>
</tr>
<tr>
<td>Generators (optional)</td>
<td>23</td>
</tr>
<tr>
<td>Egress / Exit Windows</td>
<td>25</td>
</tr>
<tr>
<td>Fire Extinguisher</td>
<td>25</td>
</tr>
</tbody>
</table>

## SECTION 2: TOWING AND LOADING

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smoke Detector</td>
<td>25</td>
</tr>
</tbody>
</table>

## SECTION 2: TOWING AND LOADING

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tow Vehicle Selection</td>
<td>26</td>
</tr>
<tr>
<td>Tow Vehicle Disclaimer</td>
<td>26</td>
</tr>
<tr>
<td>Hitch Selection</td>
<td>26</td>
</tr>
<tr>
<td>Conventional Hitch Trailers</td>
<td>27</td>
</tr>
<tr>
<td>Fifth Wheel Hitch</td>
<td>27</td>
</tr>
<tr>
<td>Connector Cord</td>
<td>28</td>
</tr>
<tr>
<td>Safety Chains</td>
<td>28</td>
</tr>
<tr>
<td>Braking System Components</td>
<td>28</td>
</tr>
<tr>
<td>Tow Vehicle Battery</td>
<td>28</td>
</tr>
<tr>
<td>Trailer Brakes</td>
<td>28</td>
</tr>
<tr>
<td>Brake Controller</td>
<td>29</td>
</tr>
<tr>
<td>Breakaway Switch</td>
<td>29</td>
</tr>
<tr>
<td>Trailer Battery</td>
<td>29</td>
</tr>
<tr>
<td>Tires, Wheels, and Hubs</td>
<td>29</td>
</tr>
<tr>
<td>Wheels</td>
<td>30</td>
</tr>
<tr>
<td>Torque Requirements</td>
<td>30</td>
</tr>
<tr>
<td>Hubs</td>
<td>30</td>
</tr>
<tr>
<td>Towing Guidelines Carrying Passengers</td>
<td>31</td>
</tr>
<tr>
<td>Driving Tips</td>
<td>31</td>
</tr>
<tr>
<td>Sway Control</td>
<td>33</td>
</tr>
<tr>
<td>Backing</td>
<td>33</td>
</tr>
<tr>
<td>Parking</td>
<td>34</td>
</tr>
<tr>
<td>Travel Trailer Loading</td>
<td>34</td>
</tr>
<tr>
<td>Terminology</td>
<td>34</td>
</tr>
<tr>
<td>Weight Label Examples</td>
<td>35</td>
</tr>
</tbody>
</table>

## SECTION 3: GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loading and Weight Distribution Guidelines</td>
<td>35</td>
</tr>
<tr>
<td>How to Load Your Trailer</td>
<td>36</td>
</tr>
<tr>
<td>Special Guidelines for Toy Hauler Owners</td>
<td>36</td>
</tr>
<tr>
<td>Cargo Weight Distribution and Tie Down</td>
<td>37</td>
</tr>
<tr>
<td>Weight and Balance Verification</td>
<td>37</td>
</tr>
<tr>
<td>How to Weight Your Rig</td>
<td>37</td>
</tr>
<tr>
<td>Verify Your Rig is Properly Loaded</td>
<td>38</td>
</tr>
<tr>
<td>Scale Weights Worksheet</td>
<td>39</td>
</tr>
<tr>
<td>Weight and Balance Worksheet</td>
<td>40</td>
</tr>
</tbody>
</table>

## SECTION 3: GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Code of Ethics</td>
<td>41</td>
</tr>
<tr>
<td>Safety Considerations</td>
<td>42</td>
</tr>
<tr>
<td>Helpful Hints for the New Owner</td>
<td>42</td>
</tr>
<tr>
<td>The Campsite</td>
<td>43</td>
</tr>
<tr>
<td>Consumption of LP Gas</td>
<td>43</td>
</tr>
<tr>
<td>Condensation</td>
<td>43</td>
</tr>
<tr>
<td>Dust Seepage</td>
<td>44</td>
</tr>
<tr>
<td>Overhead Bunk Safety</td>
<td>44</td>
</tr>
<tr>
<td>Traveling Checklist</td>
<td>44</td>
</tr>
</tbody>
</table>
Severe Weather Travel Safety Tips ........................................... 45
Wind.................................................................................. 45
Awnings ........................................................................... 45
Snow and Heavy Rain ...................................................... 45
Hail .................................................................................. 46
Lightning .......................................................................... 46
Heat .................................................................................. 46
Generator Safety .............................................................. 46
Exterior Maintenance ..................................................... 46
Siding .............................................................................. 46
Windows, Doors, Moldings, and Locks ......................... 46
Solar Reflective Windows ............................................... 46
Interior Maintenance ....................................................... 47
Floor Coverings ............................................................... 47
Paneling ........................................................................... 47
Draperies ......................................................................... 47
Cabinet Door Maintenance ............................................. 47
Winter Freeze Protection ................................................. 47
Anti-Freezing Procedure .................................................. 48
Winter and Summer Protection ....................................... 48
Exterior ............................................................................ 48
Interior ............................................................................. 49

SECTION 4: SPORT UTILITY RECREATIONAL VEHICLES ................................................................. 50
Bed Lifts ............................................................................ 50
Electric Bed Lift Systems .................................................. 50
Use of Bed Rails ............................................................... 50
Tips for Safe Usage .......................................................... 50
Ramp Trailer Weight Distribution .................................. 51
Ramp Trailer Loading Safety .......................................... 52
Loading Equipment ........................................................ 53
Chocks and Blocks .......................................................... 53
Tie Downs ......................................................................... 53
Loading Ramp Operation ................................................ 54
Loading and Unloading Motorized Cargo ...................... 54
Ramp Positioning ............................................................ 56
Loading Under Power ...................................................... 56
Secure the Load .............................................................. 57
Unloading Motorized Cargo ............................................ 57
Fuel Transfer System ..................................................... 57
Fuel Transfer System Safety ......................................... 58
Fuel Transfer System Operation ..................................... 59
Equa-Flex ........................................................................ 60

PERIODIC INSPECTION CHART ............................................. 61
ROUTINE MAINTENANCE ................................................... 62
Monthly ........................................................................... 62
Every Three Months ....................................................... 62
Every Six Months ............................................................ 62
Annually ........................................................................... 62

PRE-DEPARTURE CHECKLIST ............................................. 63
FOR WARRANTY SERVICE ...................................................... 64
WEEKEND WARRIOR LIMITED WARRANTY .......................... 65
Warranty Disclaimers ..................................................... 66
Damage Disclaimers ....................................................... 66
Warranty Exclusions ...................................................... 66
OWNER REGISTRATION ....................................................... 67
INTRODUCTION

Your new Weekend Warrior Toy Hauler (WARRIOR) is an investment in family fun. It has been designed to provide homelike conveniences for your family while you travel and camp. This owner’s manual provides helpful suggestions and useful information to help you get maximum enjoyment from your new recreational vehicle.

The recreational vehicle, like the automobile, will require some care and regular maintenance. The few minutes spent reading these instructions will result in you knowing what to expect and how to correct and prevent minor difficulties plus give you a good working knowledge of the unit.

Should you have any additional questions as to operation, maintenance, or service, please contact your dealer.

Your new WARRIOR has been constructed to conform with or exceed federal and state safety requirements. The seal affixed to the outside of you RV next to main entrance door is an RV Industry Seal or Canadian Recreation Vehicle Association / Canadian Standards Association (CRVA/CSA) seals in Canada. It certifies that your vehicle complies with these nationally recognized requirements:

ANSI A119.2/NFPA 501C Standard on Recreational Vehicles (for RVIA units), or CAN/CSA-Z240RV Recreational Vehicles (for CRVA/CSA units).

In addition, a seal issued by a State building code agency may be next to the RV Industry seal. It certifies that your vehicle complies with the RV regulations of that State.

The label affixed to the outside of your RV on the forward half of the left side is the Federal Certification label. It indicates compliance with the requirements:

Federal Motor Vehicle Safety Standards (US units) or Canadian Motor Vehicle Safety Standards (Canadian units).

On behalf of everyone at Weekend Warrior Toy Haulers we want to thank you for purchasing a WARRIOR product.

Sincerely,

The Weekend Warrior Toy Hauler Team

DISCLAIMER: Many of the features and appliances described in this manual may or may not be reflected in the actual recreational vehicle purchased, depending on the options and models selected. All items, materials, instructions, and guidance described in this manual are as accurate as possible at the time of printing. However, due to WARRIOR’S ongoing and dedicated commitment to excellence, improvement of Warrior products is a continuing process. Consequently, WARRIOR reserves the right to make substitutions and improvements in its makes and models of recreational vehicles without prior notification. Substitutions of comparable or better materials, finishes, appliances, instrumentation, and instruction may be made at any time it is deemed prudent to provide the customer with the best possible products meeting the customer’s requirements.
NOTE: This owner’s manual describes many features of your recreational vehicle and includes instructions for its safe use. The manual, however, including its photography and illustrations, is of a general nature. Some equipment and features described in this manual may be optional or unavailable on your model. The instructions included are meant to serve as a guide and in no way extend the responsibilities of WARRIOR beyond the standard written warranty. The descriptions, illustrations, and specifications in this manual were correct at the time of printing and WARRIOR reserves the right to change specifications or design without notice, and without incurring obligation to install the same on products previously manufactured.

Weekend Warrior Toy Hauler Limited Warranty

Your Weekend Warrior Toy Hauler limited warranty and warranty registration card are included in your owner information package. In order for WARRIOR to have a record of your warranty, send the warranty registration card back to WARRIOR as soon as possible or register online. To obtain warranty services, you should contact the dealer that sold you the unit and follow the instructions on your warranty card or follow the instruction on our website registration form.

Appliance and Other Component Warranties

All appliances, tires, and many other components are warranted separately by their respective manufacturers. All warranty certificates and warranty registration cards are included in your owner information package. We strongly recommend that you complete each warranty card and promptly mail them to their respective manufacturers.

Modifications made to your RV will VOID WARRIOR warranty and could cause a safety hazard or even cause a serious personal injury. When service is required, use only qualified service personnel to repair your WARRIOR.

Customer Responsibilities

The customer is responsible for regular and proper maintenance of the recreational vehicle. Properly maintaining your recreational vehicle will prevent conditions arising from neglect that are not covered by your Weekend Warrior Toy Hauler Limited Warranty. The maintenance guidelines in this manual and any other applicable manual(s) should be followed. It is your responsibility to return the vehicle to an authorized dealer for repairs and service.

To assist you in avoiding problems with your recreational vehicle, it is recommended that you do the following:

1. **Read the warranty.** Go over it thoroughly with your dealer to make sure you understand all the terms and conditions of the warranty.
2. **Inspect the recreational vehicle;** do not accept delivery until after you have gone through the recreational vehicle with the authorized Warrior dealer.
3. **Please ask questions** about anything you don’t fully understand about your recreational vehicle. Warrior is
here to serve you and assure that you have all the information necessary for your safe and enjoyable use of your new recreational vehicle.

4. You are responsible for and are expected to use your recreational vehicle in a responsible, safe manner. Please take the time to familiarize yourself with the proper operation of the recreational vehicle and all its features before you attempt to use it.

Delivery Checklist

Your WARRIOR dealer has been trained to properly condition and service your unit before making delivery to you. Do not hesitate to ask questions about anything you do not understand concerning your unit. Your dealer will be glad to give advice and demonstrate the operation of all appliances and accessories.

Check for These Items:

1. Entry Door and Dead Bolt Keys
2. Access Door Keys
3. LP Gas Containers
4. Regulator
5. Spud Nut Assemblies
6. Tow Vehicle Cord Connector
7. Sewer Hose Adapter
8. Fire Extinguisher

All Instructions and / or Warranty Manuals

1. Range
2. Refrigerator
3. Microwave Oven
4. Water Heater
5. Water Pump
6. Furnace
7. Air Conditioner
8. Toilet
9. Monitor Panel
10. Converter

Important Serial Numbers

For Future reference, listed below are standard items and many commonly ordered optional items. At this time, fill in the make, model, and serial number of the items installed in your unit.

<table>
<thead>
<tr>
<th>Serial Numbers</th>
<th>Serial Numbers</th>
<th>Serial Numbers</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trailer Make</td>
<td>Vehicle VIN</td>
<td>Trailer Model &amp; Year</td>
<td>Range Make &amp; Model</td>
</tr>
<tr>
<td>Range Serial#</td>
<td>Refrigerator Make &amp; Model</td>
<td>Refrigerator Serial#</td>
<td>Microwave Make &amp; Model</td>
</tr>
<tr>
<td>Water Heater Make &amp; Model</td>
<td>Water Heater Serial#</td>
<td>Water Pump Make &amp; Model</td>
<td>Water Pump Serial#</td>
</tr>
<tr>
<td>Air conditioner Make &amp; Model</td>
<td>Furnace Make &amp; Model</td>
<td>Furnace Serial#</td>
<td>Air conditioner Serial#</td>
</tr>
<tr>
<td>Toilet Make &amp; Model</td>
<td>Toilet Serial#</td>
<td>Monitor Panel Make &amp; Model</td>
<td>Monitor Panel Serial#</td>
</tr>
<tr>
<td>Converter Make &amp; Model</td>
<td>Converter Serial#</td>
<td>Awning Make &amp; Model</td>
<td>Awning Serial#</td>
</tr>
<tr>
<td>Tires Make &amp; Size</td>
<td>Tire Serial#</td>
<td>Tires Serial#</td>
<td>Tires Serial#</td>
</tr>
</tbody>
</table>
Formaldehyde

Formaldehyde is a substance that occurs naturally as well as an industrial chemical used in the manufacturing of components used in construction. Formaldehyde can be released from cooking, smoking, and use of many household cleaning products. The CDC and EPA recommends improving air quality by actionable ways like opening windows, roof vents, running the Air Conditioner, or a combination of these.

Recreational vehicles are smaller than homes and therefore air exchange should occur frequently before, during, and after use, and when temperatures and humidity us elevated.

California Air Resource Board (CARB) Notice

Formaldehyde is used widely in building materials such as pressed wood products, particleboard, hardwood plywood paneling, medium density fiberboard (MDF), and plywood which are commonly used throughout the Recreational Vehicle Industry. As mandated by the RV Industry, WARRIOR recreational vehicles contain composite wood products (hardwood plywood, particle board, and MDF) that comply with California Air Resource Board (CARB) [Phase 2] formaldehyde emission standards under California Code of Regulations § 93120.2(a).
SECTION 1: RV SYSTEMS, FAMILIARIZATION, AND OPERATION

L.P.G. (Liquefied Petroleum Gas) System

The furnace, range/oven, water heater and refrigerator all operate on L.P.G. L.P.G. is a colorless and highly flammable gas which could cause suffocation or explosion. It has been treated chemically to give it a pungent garlic-like odor in order to assist L.P gas users in detecting its presence. L.P gas is slightly heavier than air and in undisturbed air will tend to drift downward and pool into low spaces.

Propane is the most common type of L.P. gas. Butane is not readily available in the U.S. or Canada. Propane can be used down to a temperature of -44°F -42°C (the dew point of Propane). Butane can only be used down to a temperature of 32°F GOC (the dew point of Butane). However, both work equally well in the L.P. gas system of your recreational vehicle. Your L.P. gas service station will supply you with the fuel blend best suited for your area.

L.P.G. Safety Precautions

Historically, L.P. gas has proven to be a safe and reliable fuel. Because it is highly volatile, explosive, and flammable, L.P. gas must be handled and used with caution and respect. Observe the following:

1. Observe all labels and tags;
2. Inspect the entire L.P. gas system for leaks and/or damage before each trip;
3. When testing for leaks, use a non-ammoniated, non-chlorinated soapy water solution or approved leak detection solution and watch for enlarging soap bubbles;
4. Never lock the L.P.G. tank compartment or housing doors. In an emergency;
5. Have the L.P.G. tank filled only at an authorized L.P.G. service station by qualified personnel;
6. **WARNING** - Do not bring, place or store L.P. gas containers, gasoline, or other flammable liquids inside the vehicle because a fire or explosion can result. L.P gas containers are equipped with safety devices that relieve excessive pressure by discharging gas to the atmosphere;
7. Make certain the L.P.G. tank is always properly fastened in place.
8. Always use L.P.G. tanks in their proper position. Never use, installs, transport or store a vertical L.P.G. tank in a horizontal or upside down position or a horizontal L.P.G. tank in a vertical position or on its improper side;
9. Extinguish all L.P gas appliance pilot lights before refueling your tow vehicle's gasoline tanks;
10. Be careful when drilling holes or fastening objects to the wall or floor of your RV. L.P gas lines could be damaged and present an extreme safety hazard.
11. **WARNING** - natural gas must never be used in your L.P.G. system.
12. Never over-tighten the tank outage valve. It must only be finger tight.
13. Review the “Helpful Hints about LP-Gas” pamphlet in your owner information package.

Please read all sections regarding L.P.G. in your vehicle owner’s manual and owner’s manuals provided by appliance manufacturers.

---

### L.P.G. Tank Removal and Installation

The L.P. gas tanks are tested high-pressure cylinders. L.P gas is stored in these tanks under high pressure, which maintains the L.P. gas in a liquid / vapor condition.

To remove a tank from your trailer:

1. Observe all labels and tags;
2. Remove the tank cover (if equipped);
3. Close the service valve on the tank you wish to remove;
4. Switch the regulator change-over valve to the other tank (2-tank systems only);
5. Loosen and remove the hose fitting and hose;
6. Install a plug into service valve (keeps contaminants out of the valve);
7. Loosen the clamp holding the tank to the RV;
8. Remove the tank from the RV

To install a tank on your trailer:

1. Reverse the above procedure;
2. When connecting the hose fitting and hose to the service valve on the tank, tighten it snugly with a properly sized wrench (do not use pliers) - do not force, jam, or cross thread it. This is a machined male brass fitting which seats securely against a female seat in the service valve - no pipe dope is necessary;
3. Before installing the tank cover, check the connection for leaks

---

### IF YOU SMELL GAS

1. Extinguish any open flames, pilot lights and all smoking materials.
2. Do not touch electrical switches.
3. Shut off the gas supply at the tank valve(s) or gas supply connection.
4. Open doors and other ventilation openings.
5. Leave the area until odor clears.
6. Have the gas systems checked and leakage source corrected before using again.

**THNK SAFETY**
using a non-ammoniated, non-chlorinated soapy water solution or approved leak detection solution and watch for enlarging soap bubbles;
4. Observe all labels and tags.

L.P.G. Tank Filling

To fill L.P.G. tanks, the tanks must be removed from the RV and taken to an authorized L.P.G. service station. Only qualified personnel should fill your L.P.G. tanks. Caution: Overfilling is hazardous! Never allow your L.P.G. tanks to be filled above the maximum safe level of 80 percent liquid. A warning label has been located near the L.P.G. tank(s), which reads:

| DO NOT FILL LP-GAS CONTAINER(S) TO MORE THAN 80 LP-GAS PERCENT OF CAPACITY |

1. Overfilling the L.P. gas container(s) can result in uncontrolled gas flow, which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume in liquid L.P. gas.
2. Pressure Regulator. The two-stage regulator is the heart of the L.P. gas system. It reduces the high pressure of the L.P. gas vapors from the tank to a nearly constant pressure of 6 1/4" oz. per sq. in. (11" water column) for use by the L.P. gas fired appliances.
3. The regulator is efficient and highly reliable and rarely requires service. Any regulator adjustments should be made only by authorized and qualified L.P. gas service station personnel.

Care must be exercised to protect the vent from the elements. L.P. gas regulators must always be installed with the diaphragm vent facing downward (within 45°). Regulators that are not enclosed in a housing or compartment have been equipped with a protective vent cover. Make sure that the regulator vent faces downward and that the cover is kept in place to minimize vent blockage that could result in excessive gas pressure causing fire or explosion.

This is caused by the freezing of moisture or water vapor which has been trapped within the system. When this moisture freezes ice may partially or totally block the flow of L.P. gas through the regulator. Some precautions you can take to prevent freeze-up are:

1. Keep the tank service valve closed when the tank is not in use or is empty;
2. Have the tanks purged by an authorized L.P. gas service station;
3. Have approved antifreeze (such as anhydrous methanol) injected into the tanks.

On dual tank systems, the regulator will be an automatic changeover type. Start with both tanks full. Open the service valves of both tanks. The tank to which the manual changes over knob points is the initial one in service. The "empty" indicator at the top of the regulator will show white as long as there is fuel in the tank to which it points. When this tank is empty, the regulator will sense it and automatically switch service to the other tank and the indicator will change to red. Close the service valve of the empty
tank and move the manual changeover knob to the full tank (the "automatic" feature switched the internal valve but not the manual changeover knob). The indicator will again show white. The empty tank may now be removed from the system for refilling. Regularly check the indicator.

**WARNING**

*NEVER SMOKE WHEN L.P. TANK IS BEING FILLED. SMOKING CAN CAUSE PROPANE TO EXPLODE. THE VENT MUST BE KEPT CLEAN AND FREE OF OBSTRUCTIONS. IT SHOULD BE CHECKED PERIODICALLY TO MAKE SURE THAT IT HAS NOT BECOME PARTIALLY BLOCKED OR PLUGGED BY INSECTS, DEBRIS, DIRT, MUD, ICE, SNOW, AND ETC. WHICH COULD CAUSE REGULATOR MALFUNCTION.*

L.P Gas Detector

An L.P. gas detector has been located near the floor in the main living area of your RV. The green light on the front panel indicates the unit is on. When even a low level (1/5 LFL) of L.P. gas reaches the sensor in the detector an alarm will sound alerting you to its presence.

Be sure to read the L.P. gas detector manufacturer's instructions (found in your owner information page) for testing, operating, maintenance and troubleshooting guidelines. These detectors will detect other combustible gases including the propellants of aerosol cans.

The detector is a 12-volt DC powered device and is always "on" as long as electrical power is available to it. The 12-volt DC system works when the trailer is electrically connected to the tow vehicle, a charged 12 volt battery, or the 120-volt AC power cord is connected to shore power and the converter is plugged in. If the trailer is in storage or is otherwise not being used, disconnect the battery.

**Carbon Monoxide (CO) Detector**

For your safety, a carbon monoxide (CO) detector is installed in every unit. Depending on the model, it may be operated by bather (9V, AA) or wired so that it will be powered by a RV battery (if equipped) or 12V power from the converter. Please refer to the manufacturer instructions supplied with the unit for care and operation.

Common sources of CO are malfunctioning or misuse of gas appliances, vehicle engines, generators and many other fuel burning products.

**DANGER**

*IF THE ALARM SOUNDS, EXIT THE VEHICLE IMMEDIATELY. THE CO BUILD-UP MAY DISSIPATE BEFORE HELP ARRIVES, BUT MAY BE ONLY TEMPORARILY SOLVED. IT IS CRUCIAL THAT THE SOURCE OF CO IS DETERMINED AND REPAIRED.*

GASOLINE GENERATORS AND LP GENERATORS PRODUCE CARBON MONOXIDE. CARBON MONOXIDE CAN BE FATAL! WHEN THE DEVICE DETECTS CARBON MONOXIDE IN THE AIR, IT WILL SOUND. CONSULT THE INDIVIDUAL DETECTOR’S USER MANUAL FOR SPECIFIC INSTRUCTIONS AND / OR AUDIBLE WARNING MEANINGS.

THE CO ALARM CAN ONLY Warn YOU IN THE PRESENCE OF CO. IT DOES NOT PREVENT CO FROM OCCURRING NOR CAN IT SOLVE AN EXISTING CO PROBLEM.
For your safety and to keep your carbon monoxide alarm in good working order, follow the steps below:

• Verify the unit alarm, lights and battery operation by pushing the “Test” button weekly.
• Vacuum the CO alarm cover with a soft brush attachment once a month to remove accumulated dust.
• Instruct children to never play with the CO alarm. Warn children of the dangers of carbon monoxide poisoning.
• Never use detergents or solvents to clean the carbon monoxide alarms.
• Avoid spraying paint, hair spray, air fresheners or other aerosols near the CO detector.
• Do not paint the CO detector. Paint will seal the vents and interfere with the sensor ability to detect CO.
• Test the alarm operation after your coach has been in storage, before each trip and at least once a week during camping season.
• Replace the CO detector when recommended by the manufacturer (typically every 5 years).

To light up your appliances:

1. Check to be sure all appliance L.P. gas supply valves are in the "off" position.
2. Carefully read the appliance manufacturer’s operating instruction manual for each respective appliance.
3. Your L.P. gas fired appliances are now ready to be lighted.

The initial lighting of L.P. gas fired appliances may be hindered by air trapped in the system. To purge the air from the system, we recommend lighting the range first. After several seconds the air will escape and the gas will ignite. The other appliances will then be easier to light.

Most L.P. gas fired appliances have lighting procedures on a plate that is permanently attached to the appliance.

For further information, please refer to the specific appliance manufacturer’s manual included in your owner information package. All appliances are guaranteed by separate warranties from each of their manufacturers.

Manufacturers producing L.P. gas fired appliances generally adjust them for the location in which they are manufactured. With an increase in altitude of just 2,000 or 3,000 feet, gas appliances may be out of adjustment and burn too rich. A gas appliance burning too rich is getting too much gas or not enough air (fuel/air ratio is too high). When this happens the flame will burn cooler and produce carbon-rich black smoke (indication incomplete burning).

*At higher altitude, less air is available to mix with the gas at the burner. The fuel/air mixture should be reduced to achieve the
most efficient burning. If the appliance does not have a mixture valve, and you intend to use your RV mostly at high altitudes, you will need to contact an appliance service company or the local gas company for service.

**WARNING**

**DO NOT DO THIS CONVERSION YOURSELF. ONLY QUALIFIED APPLIANCE SERVICE COMPANIES OR YOUR LOCAL GAS COMPANY SHOULD ADJUST OR REPAIR APPLIANCES. PORTABLE FUEL-BURNING EQUIPMENT, INCLUDING WOOD AND CHARCOAL GRILLS AND STOVES, SHALL NOT BE USED INSIDE THE RECREATIONAL VEHICLE. THE USE OF THIS EQUIPMENT INSIDE THE VEHICLE CAN CAUSE FIRES OR ASPHYXIATION.**

**Water Heater**

The water heater operates on L.P. gas only or a combination of L.P. gas and 120-volt AC electricity. If DSI equipped, 12-volt DC electricity is required to operate the igniter. Check the nameplates located behind the water heater cover door on the outside of the RV to find out which model you have. Before operating the water heater, he sure it is filled with water. You can check this by turning on the hot water faucet at the sink. When water flows, the water heater tank is full. Any remaining air in the tank can be removed by briefly opening the temperature / pressure relief valve.

You may notice water dripping occasionally from the temperature / pressure relief valve. This condition is normal and does not indicate a defective valve. The water system is a closed system and during the heating cycle the pressure build-up will cause the T-P valve to open and water will drip from it. When the pressure goes down the valve will close and the dripping will stop.

Hard water limits the life of a water heater by depositing minerals on the heating element and water heater container. Flush water heater out often to get rid of mineral deposits. Also, when filling water tank, a good filter will eliminate many of the minerals in water from ever getting into the fresh water system.

For further information, refer to the water heater manufacturer’s manual included in your owner information package.

**Refrigerator**

The refrigerator operates on L.P. gas or 120-volt AC electricity. Some larger travel trailers may be equipped with small residential type refrigerators that operate only on 120-volt AC electricity.

NOTE: The refrigerator must be fairly level to operate properly. You can check this by placing a small bubble-type level on the freezer shelf. You may need to level the RV by jacking and using adequate blocking.

Warrior recommends that you do not operate the refrigerator on L.P. gas while towing your RV Check with your dealer for regulations in your area. Certain states prohibit the using of L.P. gas while towing.

For further information, refer to the refrigerator manufacturer’s manual included in your owner information package.
Furnace

The furnace is fueled by L.P gas and the blower and gas control valve are powered by 12-volt DC electricity. Operation of the furnace is controlled by a wall-mounted thermostat.

Proper operation depends upon the free flow of air through the ducting, at the register outlets, and at the return air grill. When storing personal items do not crush ducting or block register outlets and returns. For further information, refer to the furnace manufacturer’s manual included in your owner information package.

Range and Oven

The top burners and oven operate on L.P. gas. The basic methods of operation are the same as the operations of a house type gas range.

In contrast to the refrigerator, water heater and furnace which draw their source of combustion air from the outside, the range draws its source of combustion air directly from the interior of the RV and, therefore, competes with you for the available oxygen supply. The following warning label has been located in the cooking area to remind you to provide an adequate supply of fresh air for combustion.

Cooking appliances need fresh air for safe operation. Before operation: open overhead vent or turn on exhaust fan, and open window.

Unlike homes, the amount of oxygen supply is limited due to the size of the recreational vehicle, and proper ventilation when using the cooking appliance(s) will avoid the dangers of asphyxiation. It is especially important that cooking appliances not be used for comfort heating as the danger of asphyxiation is greater when the appliance is used for long periods of time.

For further information, refer to the range manufacturer's manual included in your owner information package.

Range Hood Exhaust Vent

The range hood exhaust vent operates on 12-volt DC electricity. Remove the filter screen for cleaning.

Microwave / Convection Oven (if equipped)

The microwave operates on 120-volt AC electricity. It is a cord connected appliance and must be plugged into work. A dedicated receptacle for the microwave is located in - the cabinet above the microwave. For further information, refer to the microwave manufacturer's manual included in your owner information package.

Air Conditioner (if equipped)
The air conditioner operates on 120-volt AC electricity. Depending type of AC installed on your vehicle, operation is controlled by controls mounted on the ceiling shroud or a wall mounted thermostat. For further information, refer to the air conditioner manufacturer’s manual included in your owner information package.

Fresh Water System

The fresh water system in your WARRIOR is designed to utilize two alternate sources of fresh water; either a "city water" source or a self-contained (onboard) water tank source.

**NOTE:** Check valves built into the system to prevent city water from entering the self-contained source and vice versa. Only one source may be at a time.

City Water Connection

To use city water, simply connect a water hose from the campground, RV park or other outside water source to the 3/4" swivel female water hose service connector fitting located on left side (or back) of your vehicle. A plug is provided with this fitting to close it off when not in use.

Because water pressure from outside sources can vary, it is recommended you use a pressure regulator at the water source. If the pressure from your source is over 60 psi, you must use a pressure regulator. The recommended pressure range for a regulator is from 35 psi to 45 psi.

**NOTE:** The water pump switch must be OFF when using the city water source.

Black Tank Flush / No Fuss Flush

If equipped, the black tank flush / no fuss flush kit has been installed to assist in rinsing the black water tank after dumping. Similar to the city water fill, it is located on the exterior of the unit and a fresh water hose can be hooked to it. To operate, drain the black tank as outlined previously, connect a potable water hose (garden hose will work) to the inlet labeled “Sewer Valve Must Be Open When Using This Inlet” OR “Black Tank Flush.” Open the water supply to full pressure to flush tank. When water runs clear from sewer hose, shut off water supply and disconnect garden hose from source. Do not disconnect hose from flush inlet until water has drained from system.

**DO NOT LEAVE THE UNIT UNATTENDED DURING THIS PROCESS AND MAKE SURE THE BLACK TANK TERMINATION VALVE IS OPEN AND YOUR SEWER HOSE IS CONNECTED TO AN APPROVED DUMP STATION. OVERFILLING THE BLACK WATER TANK WILL RESULT IN WATER OVERFLOWING INTO THE INTERIOR OF YOUR RV FROM THE TOILET AND THE RESULTING DAMAGE IS NOT COVERED BY WARRANTY.**

Self-Contained Water System

The self-contained portion of the water system consists of a large fresh water storage tank and a 12-volt DC powered electric water pump.

The water pump is a self-priming, on-demand pump. A pump switch is located in the galley area. Turn the pump switch ON while using the self-contained system. This
will deliver water to the water heater and faucets and pressurize the system. The pump will automatically activate whenever a faucet is opened and run only as long as needed. It is recommended the pump switch be turned OFF whenever you are away from your RV. For further information, refer to the water pump manufacturer's pamphlet included in your owner information package.

**NOTE:** Do not run the pump without water in the system (e.g., water tank empty).

A fill spout for the water tank is located on the outside of your vehicle. Please notice the small vent hole next to the filler spout. This vent allows air to escape as water fills the tank. Never block this vent hole.

Use potable water only in the water tank. The system should be sanitized before using for the first time, after a period of non-use, or if the system has become contaminated. The following warning label has been located near the fill spout which reads:

![WARNING POTABLE WATER ONLY SANITIZE, FLUSH, AND DRAIN BEFORE USING SEE INSTRUCTION MANUAL](image)

To properly fill the water tank, follow these guidelines:

- Do not wedge the water hose into the filler pipe;
- Do not leave the water hose unattended while filling the water tank;
- Do not overfill the water tank;
- Discontinue filling immediately upon observing the tank "full" indicator.

The tank "full" indicator is water back-filling out the filler pipe and vent hole.

**IT IS VERY IMPORTANT TO NOT OVERFILL THE WATER TANK.** Excess water entering the tank under normal pressure will expand the tank and loosen the retainer devices or even break them. This would allow the tank to slide around causing damage to water lines and the surrounding structure.

**Sanitizing the Potable Water System**

The following procedures are recommended to assure complete sanitation of your potable water system.

1. Open tank and line drains and faucets to empty system then close them.
2. Pour 1/4 cup of household liquid chlorine bleach into the tank for each 15 gallons of system capacity (tank + water heater).
3. Fill the tank with fresh potable water.
4. Turn the pump ON and open a hot water faucet until water flows. This will fill the water heater.
5. Open each faucet (hot and cold) briefly to purge the system of air then close them. Top off the tank with water.
6. Wait at least three (3) hours. (Note: if a shorter time period is needed, double the amount of chlorine and wait one (1) hour.
7. Drain the entire system, and then flush with fresh potable water.

If an excessive chlorine after-taste or odor remains, pour a solution of 1 quart vinegar to 5 gallons of water into the tank. Allow this solution to agitate in the tank (by vehicle
motion), then drain through the faucets. Once again, flush with fresh water.

Waste Drainage System

All WARRIORS feature a fully self-contained sewage system. The RV system functions very similar to a house system. It consists of trapped and vented drain lines from each inside plumbing fixture, a vented solid waste (or toilet) holding tank, one (or two) vented liquid waste (or gray water) holding tank(s), tank termination valves (one for each tank), and a drain line termination (outlet) fitting with cap.

Sewer drain termination cap must be kept securely in place when the vehicle is in motion.

Toilet

A standard marine type toilet is installed on your RV. Toilets operating on different principles may be installed as an option.

For further information, refer to the toilet manufacturer's manual included in your owner information package.

Holding Tanks

Two and in some cases three, depending upon the floor plan, the holding tanks are installed on all WARRIORS.

Each tank is equipped with a full-way termination (knife) valve. The knife valves should be kept closed except when emptying the tanks. Also, the termination (outlet) cap should be kept tightly secured to the termination (outlet) fitting, except when emptying the tanks or the vehicle is
connected to an RV sewer system or dump station.

To help prevent clogging in the holding tanks (especially the toilet tank) and termination drain lines and to maintain the system in good working order, follow these suggestions:

1. Use only bio-degradable toilet tissue or toilet tissue made especially for septic tank or RV sewer systems;
2. Do not put facial tissue, paper, grease, sanitary napkins, or similar items into the holding tanks;
3. Do not use harsh household drain cleaner chemicals or solvents;
4. Use only holding tank deodorant cleaner chemicals approved for use in septic tanks or RV sewer systems (these aid in the breakdown of wastes);
5. Maintain some water in the toilet tank enough to keep the tank bottom covered.

**Tank Dumping**

RV holding tanks should only be emptied into an approved RV dump station or RV park sewer system. Many newer RV campgrounds and parks have a sewer inlet at each campsite. RV dump stations can be found at many highway rest areas, gas stations, and campgrounds. They are usually indicated by an appropriate road sign. Locations are also listed in many camping guide books.

Do not dump more than one tank at a time. Always empty the toilet tank first, then the gray water tank(s). This will aid in flushing the system. Be sure your vehicle is level. The RV drainage system is gravity based and drain line slope is designed in with the vehicle chassis level.

1. Be sure the knife valves are closed; Remove the outlet cap;
2. Attach the sewer adapter fitting and sewer drain hose to the drain line termination fitting;
3. Put the outlet end of the drain hose securely into the RV sewer or dump station inlet;
4. Be sure the toilet tank is at least 1/2 full of water (add water if necessary);
5. Empty the toilet tank first by opening the knife valve with a quick pull on the T-handle (a quick pull will enhance the flushing effect);
6. Close the knife valve;
7. Add several gallons of water to the tank;
8. Empty the tank again to rinse the tank and drain hose; be sure there is water on the bottom of the black tank before resuming use.
9. Close the knife valve;
10. Repeat these steps for each gray water tank.
11. If using a dump station (or when disconnecting from an RV park sewer system):
12. Remove the sewer drain hose and adapter fitting from the termination fitting and replace the cap;
13. Rinse out the sewer drain hose with fresh water;
14. Remove the sewer drain hose from the dump station inlet and store away;
15. Replace the dump station sewer cover.
Electrical System

Your WARRIOR is powered by two basic electrical systems: a 12-volt DC system and a 120-volt AC system (similar to a house). With good planning, these systems will provide you with electrical power in almost all situations.

12 Volt DC

There are two parts to this: the "automotive" circuits and the RV circuits.

The "automotive" circuits are an extension of the tow vehicles' and provide the power to operate the electric trailer brakes, tail lights, stop lights, license plate lights, turn signal lights, side marker lights, front and rear clearance lights and identification lights on the RV. These "automotive" lighting circuits are protected by the tow vehicle's fuses located in the tow vehicle's fuse panel box (see tow vehicle's owner's manual). Their only source of power is the tow vehicle electrical system through the connector cord. The trailer brakes have an additional source of power from the RV battery. It is activated only when the trailer break-away switch pin is pulled. Read the section on Breaking Systems later in this manual.

The RV circuits get their power from a deep cycle RV battery, from the tow vehicle through the connector cord, or from the AC-to-DC power converter. These circuits provide the power to operate the slide-out motor(s), slide-out relay switch(s), range hood fan, roof vent fan, radio, TV antenna booster, water pump, LP leak detector, monitor panel, refrigerator, water heater (electronic ignition), furnace (electronic ignition), most of the lights, and any other 12 volt equipment your vehicle maybe equipped with.

All of these circuits are protected by fuses and/or type II circuit breakers. The fuses protect the individual circuits inside the RV and are located on the 12-volt side of the distribution panel board (power center). The type II breakers protect the 12 volt wiring between the source (tow vehicle cord, battery, and converter) and the distribution panel board and are located where the 12 volt wiring enters the vehicle near the battery and near the distribution panel board. Replacement fuses should always be of the same type and amperage. The type II circuit breakers will automatically reset, but only after all power is completely removed from them.

Do not install 12 volt fuses with amperage ratings greater than that specified on the fuse box or fuse holder label.

120 Volt AC

The 120-volt system (similar to household power) provides power to the air conditioner(s), water heater, some lights and the ceiling fan (if equipped), all receptacle outlets, all cord connected appliances such as the AC-to-DC power converter (and therefore all 12-volt equipment), microwave oven, refrigerator, washer and dryer (if equipped) and any user supplied equipment.

120-volt power is supplied through a long heavy duty weatherproof power cord with a molded attachment plug containing a grounding pin. To obtain 120-volt power, this cord must be plugged into a matching receptacle from an outside source such as an RV park or generator.
Never connect this plug to an ungrounded receptacle or bend or break off the ground pin in this cable connector plug. Never plug this power cord into ungrounded extension cords. If you have to use an adapter to plug into an electrical service, be sure that appropriate and adequate ground is maintained.

WARRIOR uses either a 30 amp or a 50 amp electric cord from the trailer to power supply. Be sure the power supply is also 30 amps for the 30-amp power cord and 50 amps of power is available for a 50-amp power cord.

**WARNING**

*NEVER CONNECT POWER CORD TO A POWER SUPPLY WITH A LOWER AMP RATING THAN THE ELECTRICAL POWER CORD. DOING SO MAY CAUSE FIRE. NEVER USE AN ADAPTER OR AN ELECTRICAL EXTENSION CORD WITH AN AMP RATING THAT IS LESS THAN TRAILER POWER CORD. USING AN ADAPTER OR EXTENSION CORD WITH AN AMP RATING THAT IS LOWER THAN THE WARRIOR RV ELECTRICAL POWER CORD, 30 OR 50 AMP RATING CAN CAUSE A FIRE.*

A distribution panel board (power center) located inside your RV contains the circuit breakers which protect the internal wiring. There is a main breaker with an amp rating equal to the rating of the power cord and several 15 amp and/or 20 amp breakers, one for each branch circuit in your RV. Circuit breakers are sized in accordance with Electrical Code regulations for the size of wiring each is protecting.

If a circuit breaker trips, it means the power demand (load) on that circuit is too high, more than the circuit and breaker are rated for. This high load is from either too many appliances turned on or a fault in the circuit (short circuit). Reduce the load on that circuit by turning off or unplugging some appliances, wait a short period of time for the breaker to cool, and then reset the breaker. If you believe a fault exists, have the system checked by a qualified electrician.

**Ground Fault Interrupter (GFI)**

Receptacles which may be subject to dampness (in the bathroom, galley area and outside) are protected by a GFCI (Ground Fault Circuit Interrupter) device. This device helps protect you from the hazards of line to ground electric faults and electrical leakage shocks, which are possible when using electrical appliances in damp or wet areas.

Should a circuit or appliance (shaver, hair dryer, etc.) develop a potential shock hazard of this type, the GFCI device is designed to disconnect the receptacle outlet, limiting your exposure time to the shock hazard. You will notice that only one receptacle has GFCI device built into it. However, all receptacles wired "downstream" from the GFCI receptacle are also similarly protected and are labeled as such. If one of these receptacles is not working check the GFCI receptacle to see if it has tripped. Reset it if necessary.

The GFCI device does not prevent electric shock, does not protect a person who comes in contact with both "hot" and neutral sides of the circuit, and does not protect against electrical circuit overloads.

Test the GFCI at least once a month if operating continuously on 120-volt power and / or before each trip. Use a card to
record your test dates. Keep the card in a conspicuous place and keep it up to date.

To test the GFCI:

1. Push the "Test" button. The "Reset" button should pop out, indicating that the protected circuit has been disconnected.
2. To restore power, push the "Reset" button.

If the "Reset" button does NOT pop out when the "Test" button is pushed, a loss of ground fault protection is indicated. Do NOT use the GFCI receptacle or other GFCI protected receptacles. Have a qualified electrician check the electrical system. Do NOT use the system until the problem has been corrected.

**Slide-Out Room(s) (if equipped)**

**General Operation**

Each slide-out room has dual weather seals that aromatically seal when the slide-out room is in either the full "OUT" or full "IN" position. Make sure your trailer is as level as possible before operating the slide-out room.

**Never move your trailer with a slide-out room extended.** Damage could occur to the slide-out room and/or the trailer. Make certain the slide-out room is retracted to the full "IN" position.

ALWAYS double check to be certain the slide-out pathway is clear of any obstructions before moving the slide-out room in either direction. Slide-out rooms fit tightly and many potential "pinch points" exist along the slide path which can be very dangerous. Caution all people and pets to stand clear when operating a slide-out room.

The slide-out room does not require any supports at the outer corners. However, for extended periods of use, some means of support at the outer corners may be desirable to reduce the natural side-to-side rocking motion of the RV as people use the vehicle. If supports are used, do not lift the room above its normal resting position because the upper weather seal may be broken. When it is time to move the slide-out back into the trailer be sure leaves, twigs, and debris are cleaned off slide-out roof. If roof is not cleaned, it may cause slide to form an improper seal when in the travel mode.

**Electrical Operation**

Your trailer battery must be hooked up and fully charged to operate the slide-out room electrically. A low battery charge is the most common cause of slide-out room operation problems. The trailer converter will not operate the slide-out room without the trailer battery hooked up and fully charged.

A 12-volt DC motor electrically operates each slide-out room. A wall mounted rocker switch inside the RV activates the motor. Push and hold the switch in the "OUT" position to move the slide-out room out for use push and hold the switch in the "IN" position to move the slide-out room in for travel. Release the rocker switch as soon as the slide-out room becomes fully extended or retracted.

**Manual Operation**

The most common slide out system used in WARRIOR products is called Schwintek and is manufactured by Lippert Components. The
system is controlled by a Dual Motor Synchronous Velocity Slide Controller and is located in a cabinet near the slide out. Locate this and follow instructions on the label, slide out operation manual or refer to lci1.com to manually operate your slide room.

**Adjustments**

Each slide-out room has been factory adjusted for your convenience. However, if a problem does occur with alignment or operation contact your dealer for service.

**Converters**

WARRIOR uses a 40-amp converter on smaller trailers and a 55-amp converter on larger trailers. Converters take the incoming 120-volt electricity from the plugged in power cord and convert 120 volts to 12-volt current. A 40-amp converter has one 30-amp fuse next to the converter. The 55-amp converter uses 2-30 amp fuses. If the battery connections are reversed it will blow-out the converter fuse(s) so be sure to check battery connections. Power converters produce a lot of heat and generally have a fan that goes on during heavy use of electrical equipment in the trailer.

**Electronic over current shut-down**

The converters have built-in electronic over current protection to prevent damage due to short circuits or other overload conditions. This system operates much faster than fuses and will automatically reset itself, when the overload condition is removed.

Please note there is a possibility that the customer's battery is completely discharged when customer tries to operate lights and other 12 VDC appliances before the battery has taken on sufficient charge. The converter may shut down due to overload. Have the customer turn off all 12 VDC lights and appliances until the battery has taken on a charge for an hour or two. Only then should customer try to operate his 12-volt system.

**Automatic over temperature shut-down**

In the unlikely event of a fan failure, or insufficient ventilation in the power converter compartment, these converters will automatically shut down. This safety feature is self-resetting and will automatically turn the converter back on when the temperature returns to a safe level. If the power converter seems to be cycling on and off, then the suspect could be a bad fan or insufficient converter ventilation causing an over temperature shutdown.

**Generators (optional)**

If equipped, a generator can provide you flexibility when you are unable to plug shoreline cord into a power source. When running, the generator supplies 120V power to the unit very similar to having your shoreline cord plugged in to the campground. In order to operate, it requires 12V power and a fuel source to burn (gasoline or propane depending on the application). Please refer to the manufacturer instructions supplied with the unit for care and operation.

The onboard generator makes your RV full self-contained. It allows you access to 120 volts when there is no shore power.
available, but keep in mind that carbon monoxide is deadly! Test the carbon monoxide detector every time you use the RV. Before you start and use the generator inspect the exhaust system. Do not use if the exhaust system is damaged. NEVER sleep in the RV with the generator running unless the vehicle is equipped with a working carbon monoxide detector and you test the carbon monoxide detector immediately before sleeping with the generator operating.

Medium Exposure Symptoms
- Severe Throbbing Headache
- Drowsiness
- Confusion
- Fast Heart Rate

Extreme Exposure Symptoms
- Unconsciousness
- Convulsions
- Cardiorespiratory Failure
- Death

1. DO NOT operate the generator while sleeping unless the vehicle is equipped with a working carbon monoxide detector and you test the carbon monoxide detector immediately before sleeping.
3. DO NOT operate the generator in an enclosed building or in a partly enclosed area such as a garage.
4. DO NOT operate the generator when the recreational vehicle is parked in high grass or brush. Heat from the exhaust could cause a fire in dry conditions.
5. Never operate your tow vehicle or generator engine, or the engine of any vehicle, longer than necessary when the vehicle is parked.
6. DO NOT simultaneously operate generator and a ventilator which could result in the entry of exhaust gas.
7. When parked orient the vehicle so that the wind will carry the exhaust away from the vehicle.
8. DO NOT touch the generator when running, or immediately after shutting off. Heat from generator could cause burns.

If you or anyone else experience any of these symptoms below of carbon monoxide poisoning, get to fresh air immediately. Shut the generator down and do not operate it until it has been inspected and repaired by a professional. If symptoms persist seek medical attention.

Mild Exposure Symptoms
- Symptoms of Flu (minus fever)
- Slight headache
- Dizziness
- Fatigue

WARNING
TEST THE OPERATION OF THE CARBON MONOXIDE DETECTOR AS FOLLOWS:
- AFTER VEHICLE HAS BEEN IN STORAGE,
- BEFORE EACH TRIP,
- AT LEAST ONCE PER WEEK,
- AND IMMEDIATELY BEFORE SLEEPING WITH THE GENERATOR OPERATING

FAILURE TO DO SO CAN RESULT IN DEATH OR SERIOUS INJURY
Egress / Exit Windows

Egress or “Emergency Exit” Windows are labeled from the factory with the word EXIT. All Egress windows can be distinguished by red operational handles or levers. Dependent upon the window type, an egress window may be a large section or an entire window. Review the locations and operational instructions posted upon the window with all people staying in the trailer.

Fire Extinguisher

Each recreational vehicle includes a fire extinguisher, which is located near the main entry door. The fire extinguishers are rated for Class B (gasoline, grease, and flammable liquids) and Class C (electrical) fires. Please refer to the manufacturer instructions supplied with the unit for care and operation.

Smoke Detector

For your safety a smoke detector is installed in every unit. Most detectors are powered by a 9-Volt battery. Check the manufacturer’s expiration date on the label, replace the batteries if needed, and clean dust away from the slots so that smoke can enter freely. All smoke alarms, hard-wired and battery powered, should be replaced every ten years. Please refer to the manufacturer instructions supplied with the unit for care and operation.

WARNING

TEST SMOKE ALARM OPERATION AFTER VEHICLE HAS BEEN IN STORAGE, BEFORE EACH TRIP, AND AT LEAST ONCE PER WEEK DURING USE. FAILURE TO COMPLY MAY RESULT IN SERIOUS INJURY.
SECTION 2: TOWING AND LOADING

Your towing equipment, its adjustments and how you load your trailer will have a large impact on your trailer towing stability and handling. The following guidelines will help you select, adjust and operate your equipment in a manner that will help produce acceptable towing characteristics. You should also check the specific requirements in the states and provinces where you will be traveling.

Tow Vehicle Selection

The tow vehicle must have sufficient power and equipment and be rated by its manufacturer to handle the total combined weight of itself and the trailer and to carry the tongue weight of the trailer under fully loaded conditions.

The tow vehicle manufacturer has rated the tow vehicle for Gross Axle Weight Rating (GAWR) - each axle (this rating is for a specific wheel/tire combination), Gross Vehicle Weight Rating (GVWR), Gross Combination Weight Rating (GCWR), maximum trailer weight and maximum bumper to hitch weight. These maximum weight limits are listed on the tow vehicle certification label located on the driver's door post or inside the glove compartment door and/or in the tow vehicle Owner's Manual.

WARRIOR recommends the tow vehicle be equipped at a minimum with the following:

- Big V-8 engine (min. size as recommended in tow package);
- Heavy duty automatic transmission with transmission cooler or a manual transmission;
- Heavy duty radiator;
- Heavy duty or trailer towing final drive axle ratio;
- Heavy-duty suspension system, wheels, and tires. Some or all of these items and/or additional items may come as a towing package. Consult your tow vehicle dealer to make sure your tow vehicle is equipped with the proper towing package to handle the trailer you have selected.

Tow Vehicle Disclaimer

In connection with the use and operation of WARRIOR products, WARRIOR customers are solely responsible for the selection and proper use of vehicles. All customers should consult with a motor vehicle manufacturer or dealer concerning the purchase and use of suitable tow vehicles for WARRIOR products, WARRIOR further disclaims any liability with respect to damages which may be incurred by a customer or owner of WARRIOR products as a result of operation, use or misuse of a tow vehicle. NOTE: WARRIOR LIMITED WARRANTY DOES NOT COVER DAMAGE TO THE RECREATIONAL VEHICLE OR THE TOW VEHICLE AS A RESULT OF THE OPERATION, USE OR MISUSE OF THE TOW VEHICLE.

Hitch Selection

WARRIOR recommends you consult your dealer or trailer supply store to select the
correct hitch that will properly match your travel trailer to your tow vehicle. The installation must follow the tow vehicle and hitch manufacturer's installation instructions. For your own safety and comfort WARRIOR recommends having your hitch, cord connector receptacle, sway control, mirrors, and brake controller installed and adjusted by a competent installer. Have them instruct you on the proper operation of all hitch related connections and any required safety devices, for both hitching and unhitching.

**Conventional Hitch Trailers**

Use a weight distributing (or load equalizing) hitch rated not less than the trailer Gross Vehicle Weight Rating (GVWR). The hitch must be equipped with a 2-5/16" diameter ball. The ball should be installed as close as practical to the rear bumper. In addition, it may be desirable to attach a sway control system along with the load-equalizing hitch. This device helps reduce side sway in heavy winds or when passing by a large truck.

When being towed, the trailer should be as level as possible. The examples shown in the illustrations above demonstrate the essential difference in using a "weight carrying" versus a "weight distributing" hitch. The top drawing shows the individual weights of the trailer and tow vehicle. The middle drawing shows what happens when a "weight carrying" hitch is used. The combination vehicle has distinct sag at the hitch point. The bottom drawing shows a "weight distributing" hitch in action. Both the trailer and tow vehicle weights are only slightly changed.

Follow the hitch manufacturer's instructions for adjusting the weight-distributing hitch. Over tightening of the hitch spring bars will reduce cornering and stopping ability.

**Fifth Wheel Hitch**

Use a fifth wheel hitch assembly sized for a 2" SAE kingpin and rated not less than the fifth wheel trailer Gross Vehicle Weight Rating (GVWR). Weight distributing and sway control devices are not used with a fifth wheel hitch.
Connector Cord

Your new WARRIOR comes equipped with a 7-pin male connector cord and plug. Your dealer or hitch installer can install the female connector receptacle to your tow vehicle. This cord transfers 12-volt DC electrical power from the tow vehicle to the trailer brakes, brake lights, battery, turn lights, clearance and running lights, and all 12-volt DC interior lights and equipment.

Keep the plug and receptacle clean, tight fitting, and protected from the elements. Inspect it each time you hitch up.

Safety Chains

(appplies to conventionally hitched trailers only)

Your new WARRIOR comes equipped with two safety chains welded to the underside of the tongue A-frame. Each chain should be fed through an appropriate attachment ring on the tow vehicle. Safety chains are not used with fifth wheel hitched trailers.

Tow Vehicle Battery

The tow vehicle battery is the primary source of 12-volt DC power for the trailer braking system. Keep it and the tow vehicle charging system fully operational at all times.

Your new WARRIOR will need brakes adjusted after the first 200 miles of operation and another adjustment every 3,000 miles after the first 200-mile brake inspection. Maintenance is very important. Brakes that have not been properly maintained can cause premature shoe liner failure due to excess heat. Failure to maintain brakes is not covered by WARRIOR warranty.

Braking System Components

The electric brakes on your WARRIOR are activated by the brake controller, which must be installed on your tow vehicle. The brakes use 12-volt DC power from your tow vehicle. Make sure the connector cord is properly attached to your tow vehicle and the trailer is properly grounded to your tow vehicle. A poor ground can degrade braking performance as much as by a poor primary circuit. WARRIOR recommends a periodic safety check and adjustment be made to your recreational vehicle brake system by your dealer or authorized brake service center.
Brake Controller

The brake controller should be mounted within easy reach of the driver. The brake controller is connected to the tow vehicle's brake system and will automatically activate the trailer brakes whenever the tow vehicle's brakes are applied. In addition, the brake controller has a lever to manually apply the trailer brakes. Automatic operation is recommended for normal driving. However, the manual control may be used to control sway. By lightly moving the manual brake lever, the trailer can be stabilized. WARRIOR recommends having your brake controller installed and adjusted by a competent installer. The controller is properly adjusted when the trailer brakes slightly lead the tow vehicle brakes. This will help keep the towing combination aligned for a smooth, straight stop. Never use the tow vehicle brakes alone. The weight of the trailer can more than double the load to be stopped. Always use the automatic synchronized braking provided by the brake controller.

Breakaway Switch

The breakaway switch on your WARRIOR is located near the hitch. This switch automatically activates the trailer brakes if the trailer becomes separated from the tow vehicle.

The steel cable lanyard from the breakaway switch must be securely anchored to a non-removable part of the tow vehicle. The breakaway switch is activated when a pin connected to the steel cable lanyard is pulled out of the switch, thus completing a circuit from the trailer battery to the trailer brakes. WARRIOR recommends checking the operation of this switch before each trip. The breakaway switch should never be used as a parking brake.

Trailer Battery

The trailer battery is the sole source of power for the trailer brakes in case the trailer becomes separated from the tow vehicle. There must be a fully charged and operational battery on the trailer side of the system. (Battery not supplied by trailer manufacturer)

Tires, Wheels, and Hubs

Your new WARRIOR comes equipped from the factory with major brand name tires. The tires on your trailer were chosen specifically for that trailer and are matched to the wheels. When replacing tires or choosing a spare, WARRIOR recommends using tires of the same size, rating and construction as the originals at all trailer wheel positions. Never mix tires of different size, rating or construction on the same axle. And never use tires of a lesser rating than the originals. Doing so can be dangerous and may invalidate the trailer GAWR and GVWR as listed on the federal certification label located on the forward half of the left side of your trailer.

Proper inflation pressure must be maintained. Check your tire inflation pressures periodically when the tires are cold to see that they conform to the cold inflation pressures recommended by the tire manufacturer and stamped on the tire sidewall. Remember to give your spare tire the same consideration and care as your mounted tires.
Wheels

The wheels (or rims) on your trailer were chosen specifically for that trailer and are matched to the tires. Never use wheels of a lesser rating. Doing so can be dangerous and may invalidate the trailer GAWR and GVWR as listed on the federal certification label. WARRIOR recommends the following wheel nut torque requirements:

Torque Requirements

It is extremely important to apply and maintain proper wheel mounting torque on your trailer axle. Torque is a measure of the amount of tightening applied fastener (nut or bolt) and is expressed as length force. For example, a force of 90 pounds applied at the end of a wrench one-foot-long will yield 90ft lbs. of torque. Torque wrenches are the best method to assure that the proper amount of torque is applied to a fastener. NOTE: Wheel nuts or bolts must be installed and maintained at the proper torque level to prevent loose wheels, broken studs, and possible dangerous separation of wheels from their hubs. When replacing wheel nuts or bolts, be sure to use only ones matched to the cone angle of your wheels (usually 60 or 90 degrees).

The proper procedure for attaching your wheel follows:

1. Start all nuts or bolts by hand to prevent cross threading.
2. Tighten nuts or bolts in the sequel shown below
3. Tightening should be done in stages. Torque specification for steel is 90-120 ft. lbs. and aluminum is 110-120 ft. lbs.

WARRIOR suggest 120 ft. lbs. for both steel and aluminum.

4. Wheel nuts or bolts should be torqued before first road use and after each wheel change. Check and re-torque after the first 25 miles and again at 75 miles. Check periodically thereafter.

Hubs

The hubs rotate on the axle spindles by means of wheel bearing. WARRIOR recommends the wheel bearings on your trailer be cleaned and repacked every 6,000 miles or 12 months, whichever occurs first. Use an automotive type wheel bearing grease. If strips of grease are seen Radiating from Hub all around wheel, this is an indication of a failing bearing. Replace bearing as soon as possible. A worn bearing can generate enough heat to bind wheel to axle.
Towing Guidelines Carrying Passengers

WARRIOR recommends that no one ever ride in a trailer while it is being towed and you should never allow anyone to ride in your trailer while it is being towed. It is a very dangerous practice.

Do NOT occupy a travel trailer or fifth wheel trailer while it is moving. The motion of the trailer can cause an occupant to fall, causing a possible serious injury or even death. This WARRIOR is not designed nor intended to be used as a passenger-carrying vehicle.

Weekend Warrior Toy Haulers assumes NO liability for any person who chooses to occupy an WARRIOR trailer while it is moving.

Driving Tips

Your WARRIOR has been designed to be towed at legal highway speeds without any unusual handling characteristics. Driving with a recreational vehicle may be a new experience for you. Consequently, we are outlining here some important driving tips to assist you.

1. Try your trailer out on very short trips to get the feel of it before you leave on extended travels.
2. Be sure you have traffic clearance before pulling away from the curb. Apply power slowly and evenly and avoid over acceleration.
3. Watch out for dips or obstructions in the road. They can cause serious damage to the underside of a trailer.
4. Safe stopping depends upon speed, brake condition, tire condition, road condition, driver condition, and other factors. Be sure to keep your distance from the traffic ahead of you since the additional weight of your recreational vehicle adds an additional stopping burden to your vehicle.
5. Start your turn slightly outside and beyond your usual turning position to give yourself safe side clearance. The wheels on a trailer do not follow the path of the front wheels of the tow vehicle. You will need to learn the art of the "wide turn" similar to what large trucks use. Practice these in a large empty parking lot to get the feel of how much room you will need.
6. Allow plenty of distance in front of you before attempting to pass. Trailers take up a long stretch of road space. These units are also heavy and will detract from the normal acceleration of your vehicle.
7. The engine and transmission on your vehicle may overheat when you are driving in hilly or mountainous terrain. If this happens, pull off to the side of the road and allow your engine to idle while your transmission is in neutral. This will help return engine and transmission temperatures to normal.
8. Emergency maneuvers sometimes get RV owners into trouble
because they are not sufficiently familiar with the handling characteristics of their rig. The best prevention is to explore and learn the limits of handling under controlled conditions. On a wide, isolated road with good visibility in both directions and no other vehicles in sight, practice a few lane changes while staying well within the bounds of safety. Gradually increase the pace of the lane changes until you get an idea of the vehicle's capabilities. You may also have a better appreciation of your own capabilities. Too many drivers have no idea of their own capabilities until they’re faced with a real emergency evasive maneuver and they often over-steer the vehicle.

9. Emergency braking may, under certain road conditions, cause a skid. Turn the front wheels of the vehicle in the direction of the skid is reduced.

10. When traveling off the highway in the country or mountains, you must be careful of overhanging tree limbs and other overhead or side obstacles. Light branches will probably brush aside, but heavier ones may cause damage to the roof or sidewall of your trailer. Remember to consider your roof vents, roof rack, antennas, and air conditioner when you are figuring vertical clearance.

11. When pulling up to or away from a curb, watch for obstructions beyond the curb because the front and rear of the trailer can swing wider than the tow vehicle. Avoid parking too close to the curb, as signs, poles, and other obstructions' can cause problems. Fast food drive-ins and gas station islands have crunched more than their share of roofs. Watch for sharply crowned roads and steeply sloped shoulders which can tip your unit into obstructions when parking close to a curb or roadside. Keep in mind your trailer is wider than your tow vehicle.

12. Be careful when driving down steep mountain roads or long downgrades under normal highway conditions. The tendency to travel too fast and apply brakes too quickly can cause the vehicle to go out of control. Should this occur, don't panic. Apply more force on the trailer brakes than on your tow vehicle to help "drag" the trailer back into line. This will correct any "jackknife" or trailer swaying that might occur.

13. Reduce speed and shift to a lower gear before starting downhill. Brake "fade" may occur while traveling on downgrades if frequent or prolonged brake application is required to hold down your speed to the desired level. Brake "fade" is a result of overheating the brake surfaces to the point where friction is greatly diminished or lost. The result is a brake pedal that is still firm to the foot when pressure is applied but little or no stopping action is produced. Overheating of brakes may
occur after repeated brake application in a short period of time. To avoid this problem, use lower gears to slow vehicle speed to the point where only occasional brake application will be necessary. If the combined vehicle weight is so great that downhill speed increases even when the lowest gear is used, apply brakes when necessary but pull over to the side of the road often to allow the brakes to cool.

4. Until the problem has been identified and corrected, drive at a reduced speed that permits full control.

**Sway Control**

Trailer sway has several possible causes such as improper trailer loading, improper sway control equipment adjustment, improper load equalizer hitch adjustment, bad tires, flat tire, excessive speed, excessive braking, strong side winds, wind gusts, road dips, being passed by heavy trucks/buses, sudden and/or severe steering wheel movement, etc. If you notice your trailer beginning to sway, take immediate steps to regain vehicle stability.

1. **Steer as straight as possible.** Quick steering movements may actually cause increased swaying.
2. **Reduce speed gradually.** Use the manual trailer brake controller lever to gradually apply the trailer brakes to "drag" the trailer back into alignment. Tow vehicle braking alone can increase the swaying.
3. **Once stability has been regained, stop as soon as possible.** Check your weight distribution, tire pressure, sway control adjustment, and/or load equalizer.

**Backing**

Backing a trailer is not difficult, but many inexperienced owners tend to find it frustrating. Practice in a large empty parking lot. After a few practice runs the driver is usually skilled enough to back into most campground spaces.

1. **The most important item to remember is that the trailer will go in the opposite direction of the tow vehicle.** Turning the tow vehicle's wheels to the right will cause the rear of the trailer to go left, and vice-versa. One method is to steer with one hand at the bottom of the steering wheel. Using this technique, the trailer will go in the same direction your hand moves.
2. **Always get out and inspect the area you intend to back into.** Don't forget to look for overhead obstacles. Evaluate the area for width and well as length.
3. **Use both rear view mirrors when backing.**
4. **If possible, station another person near the rear of the trailer to help you avoid obstacles.** Be aware that you have poor or no visibility directly behind the trailer.
5. **Use small steering wheel movements to keep the tow vehicle following in line with the trailer.** This will work along a curved line as well as a straight line. Large steering wheel
movements may cause the trailer to jackknife, possibly causing damage to the trailer and tow vehicle.

Parking

When parking on a grade, use wheel chocks to absorb the trailer load before setting the tow vehicle parking brake and putting the transmission into “P” (park). Remember, when the tow vehicle is turned off or completely disconnected from the trailer, the trailer will have no brakes.

Travel Trailer Loading

Terminology

The following terminology is commonly used in the RV industry. You should familiarize yourself with the following terms.

- **GAWR** (Gross Axle Weight Rating): The maximum weight that an individual axle assembly can carry. An axle assembly consists of the axle w/hubs and the springs, wheels, and tires mounted on that axle. For trailers with more than one axle, there is a GAWR for each axle.
- **GVWR** (Gross Vehicle Weight Rating): Is the maximum permissible weight of this trailer when fully loaded. It includes all weight at the trailer axles(s) and tongue or pin.
- **GCWR** (Gross Combination Weight Rating): The overall maximum that the combined towing vehicle and towed vehicle can weigh.
- **Hitch Dry Weight**: The approximate vertical weight as measured at the tongue coupler or fifth wheel kingpin with the trailer empty and dry. This is an average weight for this model and may include the weight of commonly ordered options installed at the factory. It may not be equal to the actual hitch weight of your trailer.
- **Standard Dry Weight**: The approximate overall weight of this model trailer as measured with the trailer empty, all tanks empty (dry), and with standard equipment only - no options (the 'standard-dry empty' configuration). It may or may not be equal to the actual weight of your trailer.
- **UVW**: (Unloaded Vehicle Weight): Is the weight of this trailer as manufactured at the factory. It includes all weight at the trailer axle(s) and tongue or pin. If applicable, it also includes full generator fluids, including fuel, engine oil and coolants.
- **CCC**: (cargo Carrying Capacity) is equal to GVWR minus each of the following: UVW, full fresh (potable) water weight (including water heater), full LP-gas weight.
- **Payload**: RV term for the maximum capacity (by weight) available for filling all tanks, adding options and accessories (factory, dealer and for customer), personal belongings, camping gear, food, tools and other discretionary cargo. It is calculated by subtracting the Standard Dry Weight from the GVWR. It may or may not be equal to the actual available capacity of your trailer.
Cargo Capacity Formula. The following formula illustrates the relationships between these terms:

\[
\text{CCC} = \text{GVWR} - \text{UVW} - \text{fresh water weight} - \text{LP gas weight}
\]

Weight Label Examples

- Federal Certification Label: This label is located outside on the forward half of the left side of your trailer. The label is identified by model and VIN. The official GVWR and GAWR for this specific recreational vehicle are listed here. For Canadian units this label will be configured slightly differently and include Standard Dry Weight, Hitch Dry Weight, and Payload.

- RV Industry Weight Information label: This label is located inside on the back of a cabinet door over the kitchen sink area. The label is identified by Model and VIN. The GVWR is reprinted on this label. Trailer weight and capacity information for this specific recreational vehicle are listed here.

Loading and Weight Distribution Guidelines

Loading your WARRIOR and tow vehicle will become second nature to you after you’ve had a little practice. Use the following guidelines to obtain the proper weight distribution.

- Cargo Capacity: Between various governments, industry associations, and manufacturers there are several options and methods of ways to calculate the capacity of a trailer. For your specific recreational vehicle, use formula #3 as listed in Cargo Capacity Formula. There is no substitute for actually weighing your trailer to get the straight scoop.

- Never Exceed weights: Do not exceed the individual GVWR’s of your tow vehicles, the GAWR’s of any axle, the maximum rating of any tire, the towing capacity of your hitch, the vertical capacity of your
hitch, or the weight limits of any cargo areas.

- **Recommended Hitch Weight Percentage:** Load your trailer in such a manner that the loaded hitch weight, when compared to the overall loaded trailer weight is within these ranges:
  
  o For conventional trailers: Minimum 10% and Maximum 15%.
  o For fifth wheel trailers: Minimum 15% and Maximum 25%.

These percentages should be calculated with the trailer loaded the way you anticipate traveling, hitched to the tow vehicle, and the load equalizing spring bars tightened.

- **Roof Cargo Storage:** Heavy items stored high and behind the axles may adversely affect your trailer’s towing stability. Cargo carried on the roofs of models equipped with a roof rack and ladder is limited to 100 pounds while traveling. If a cargo pod is used, its eight must be included in the 100-pound limit.

### How to Load Your Trailer

1. Start by loading most of your cargo just ahead of the trailers axles, then adjust your load as needed. You may have to experiment with various cargo configurations in order to balance the load on the axles and keep the hitch weight percentage within the recommended range.
2. Distribute your cargo as low as possible. The lower the center of gravity, the better your towing stability will be.
3. Load your cargo as evenly as possible from side to side. Each tire has its own maximum load rating stamped on its firewall. It is theoretically possible to stay under an axle’s GAWR and still overload an individual tire on that axle if you are not careful. Tire manufacturer have complained that RV tire overloading is one of the major causes of tire failure.
4. Brace and / or secure all cargo so that it will not shift during travel. Shifting cargo can cause damage to your trailer, as well as degrade your towing stability by unbalancing your load.
5. Remember your tow vehicle is an important part of your total towing combination. Load it and weigh it with the same considerations as your trailer.
6. Do not load heavy items in upper cabinets.
7. Do no leave any items unsecured, especially heavy items.
8. Do not add another trailer behind your trailer.

### Special Guidelines for Toy Hauler Owners

Your new Weekend Warrior Toy Hauler is a member of a class of recreational vehicles known as ICEV haulers. It has been specifically designed to provide a special area for the transportation and/or storage of Internal Combustion Engine Vehicles (ICEV) such as ATV’s, motorcycles, motor scooters, golf cars, and etc. Because of the special transportation area, these additional
guidelines concerning operating near fuel, weight restrictions, and cargo tie-down must be observed.

ANY MOTORIZED VEHICLE OR ANY MOTORIZED EQUIPMENT POWERED WITH FLAMMABLE LIQUID CAN CAUSE FIRE, EXPLOSION, OR ASPHYXIATION IF STORED OR TRANSPORTED WITH THE RECREATIONAL VEHICLE.

It is the responsibility of the owner to know the weight of each piece of equipment loaded into the cargo area so the trailer is not overloaded and the weight is properly distributed.

The cargo area has a specific maximum load carrying weight limit for towing purposes. This weight limit is posted in the cargo area. **Do NOT** Exceed the posted weight limit.

This cargo area weight limit is directly related to the hitch weight and towing stability of your Toy Hauler. Failure to follow all weight limits and to properly distribute the load could cause the Patio Hauler to become unstable while towing. Towing an unstable trailer could cause an accident or personal injury in a emergency maneuver or in bad wind conditions. Also, the weight of any cargo carried on the roof over the patio/special transportation area must be included in the patio/special transportation area weight limit.

**Cargo Weight Distribution and Tie Down**

All cargo in cargo area should be loaded as far forward as possible. Distribute your cargo as low as possible and as evenly as possible from side to side.

Before moving the trailer, all cargo, including ICEV’s must be braced and tied down so that it will not shift during travel and damage the Toy Hauler.

**Weight and Balance Verification**

In order to verify that your tow vehicle and trailer are loaded and balanced properly, you will first need to weigh them. Then, you will need to compare the actual weight limits for your tow vehicle and trailer. This should be done before each trip.

There are two worksheets in this manual for your use in calculating the weight and balance of your rig: The Scale Weights Worksheet and the Weight and Balance Worksheet. (See Table of Contents). We recommend you make photocopies of these blank worksheets for future use.

Before weighing, be sure your vehicles are loaded the way you anticipate traveling, with passengers and full fuel in the tow vehicle, trailer water, and LPG tanks full (but holding tanks empty), all accessories attached (included spare tire), all discretionary cargo loaded, and for conventional trailers the equalizer hitch attached.

**How to Weight Your Rig**

Locate a certified weighing facility. Check your telephone director for one in your area. You can weigh your rig at a grain elevator, trucking company, or government weighing station. There may be a small fee for this
service. Follow the procedure given on the Scale Weights Worksheet to obtain the weights you will need. Record the actual weighing and be sure to load your vehicle the way you anticipate traveling.

Verify Your Rig is Properly Loaded

Use the Weight and Balance Worksheet to verify that your rig is loaded within its limits and your cargo is properly distributed. In the left hand column list the weight limits for your tow vehicle and trailer. These values can be found listed on your vehicles’ weight labels and/or in their respective owner’s manuals. In the right hand column calculate your actual loads using the actual weights from the Scale Weights Worksheet. The values in the right hand column and the hitch weight percentage must no be outside the recommended range. If any are over the limit, remove and/or rearrange some cargo and re-weigh your rig until it is properly loaded.
SCALE WEIGHTS WORKSHEET

DATE _______________________

PROCEDURE TO ESTABLISH WEIGHTS OF VEHICLES
WHEN UTILIZING COMMERCIAL PLATFORM SCALES
(for both conventional and fifth wheel trailers)
REMEMBER: Load and hitch your vehicles the way you anticipate traveling.

1. WITH THE TRAILER HITCHED,
DRIVE THE TOW VEHICLE ONLY ONTO THE SCALE,
RECORD WEIGHT #1.

   Weight #1

   use Equalizer Hitch

2. WITH THE TRAILER HITCHED,
DRIVE THE COMBINATION VEHICLE ONTO THE SCALE,
RECORD WEIGHT #2.

   Weight #2

3. WITH THE TRAILER UN-HITCHED,
DRIVE THE TOW VEHICLE ONTO THE SCALE,
RECORD WEIGHT #3.

   Weight #3

make photocopies of this worksheet for future use
## Weight and Balance Worksheet

### Step 1
**List Your Rig’s “Never Exceed” Weights Here**
(get from Wt. Labels & Owner’s Manuals)

<table>
<thead>
<tr>
<th>Combination GCWR</th>
<th>A. Actual Combination vehicle total loaded weight:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WT. #2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tow Vehicle GVWR</th>
<th>B. Actual Tow vehicle total loaded weight:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WT. #1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trailer GVWR</th>
<th>C. Actual Trailer total loaded weight:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WT. #2 - WT. #1 =</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vertical Capacity of Hitch</th>
<th>D. Actual Loaded vertical hitch weight:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WT. #1 - WT. #3 =</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommended Hitch Weight Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional 10%-15%</td>
</tr>
<tr>
<td>Fifth Wheel 15%-25%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>E. Actual Loaded hitch weight percentage:</th>
</tr>
</thead>
<tbody>
<tr>
<td>D ( \div ) C \times 100% =</td>
</tr>
</tbody>
</table>

---

**Make photocopies of this worksheet for future use**

---

**Date**
SECTION 3: GENERAL INFORMATION

Code of Ethics

All recreation vehicles owners share a common set of values standards because we are all judged by the actions of others. The Recreational Code of Ethics is as follows:

When Camping, I will:

1. Dispose of sewage in designated places only; such as approved dumping stations — never contaminate lakes or streams.
2. Discharge my kitchen sink and shower waste only in designated and approved locations.
3. Use extreme caution with any fire, insuring that it is never unattended and is properly extinguished when I leave.
4. Be especially careful with matches, cigarettes, cigars, or pipe heels and obey all regulations pertaining to “No Smoking” areas.
5. Place all garbage and trash in the receptacle provided, leaving no refuse on the grounds.
6. Never damage trees, shrubs or other items of natural beauty.
7. Leave my campsite as clean or cleaner than I found it.
8. Position my recreational vehicle so that I do not disturb or interfere with others.
9. Always ask permission to park on private property when other facilities are unavailable.
10. Comply with all rules and regulations of the forest and parks where I am staying.

When Driving, I will:

1. Realize that common courtesy and many laws require that on a two lane highway where passing is unsafe because of traffic in the opposite direction or other conditions, a slow moving vehicle, behind three or more vehicles are formed in line, turn off the roadway wherever sufficient area for a safe turnout exists in order to permit the vehicles following to proceed. A slow moving vehicle is one which is proceeding at a rate of speed less than normal flow of traffic at the particular time and place.
2. Never be a litterbug, storing all refuse in my Vehicle until it can be disposed in a proper container.
3. Be especially careful to always use my ash tray for cigarettes, cigars, and matches — not the open window of my vehicle.
4. Keep in the right hand lane except when passing.
5. Adhere to all recreation vehicle traffic regulations.

On maintaining my recreational vehicle, I will:

1. Frequently check the operation of the brakes and break-away devise on my trailer.
2. Properly secure my LPG bottles, battery, and accessories before traveling.
3. Grease wheel bearings and other moving parts of my recreational vehicle periodically.
4. Check the tires, wheels lugs, directional signals, and lights frequently.
5. Carry sufficient insurance to protect others in case of an accident.
6. Encourage my neighbors to follow this Code of Ethics.

Safety Considerations

Prior to using your recreational vehicle, especially for the first time or after a long period of non-use, please read thoroughly all the instructions in the Owner’s Manual. There are several safety considerations which you should realize and follow while your recreational vehicle is in use. These safety considerations, as well as others meant to preclude any damage to the unit, are listed in this manual.

**WARNING**

**BEFORE YOU USE YOUR RECREATIONAL VEHICLE, BE SURE YOU HAVE READ THE ENTIRE OWNERS MANUAL AND THAT YOU FULL UNDERSTAND THE EQUIPMENT AND HOW TO USE THAT EQUIPMENT SAFELY.**

Helpful Hints for the New Owner

Here is a list of some important safety checks to always review and keep in mind while you travel:

1. Never overload your vehicle. Improper load distribution can cause serious handling problems while on the road.
2. Do not modify your unit without consulting us first. External modifications such as motorcycle racks, boat racks, and extended trailer bumpers have a direct effect upon the balance and handling of your recreational vehicle and may void your warranty.
3. Be sure that your tires are in good condition, have adequate tread, and are properly inflated.
4. Check State and Provincial Laws in advance regarding their requirements for brakes, vehicle length and weight, mirrors, break-away devices, reflectors flares, fire extinguishers, and etc.
5. Never attempt to repair or alter a gas or electric appliance. Always consult an authorized and qualified service agency.
6. Thoroughly test your travel trailer brakes while off the road – not on the freeway.
7. WARRIORS are designed for temporary shelter purposes. Trailers are not designed for the transportation of people and many laws forbid their use for such purposes. WARRIOR recommends that all passengers be carried only in the motor vehicle towing your trailer. The following warning label has been located inside the recreational vehicle. Which reads:

**DO NOT OCCUPY THIS TRAVEL TRAILER OR FIFTH WHEEL TRAILER WHILE IT IS MOVING. THIS WARRIOR IS NOT DESIGNED NOR INTENDED TO BE USED AS A PASSENGER-CARRYING VEHICLE. WARRIOR ASSUMES NO LIABILITY FOR ANY PERSON WHO CHOOSES TO OCCUPY A WARRIOR TRAVEL TRAILER OR FIFTH WHEEL TRAILER WHILE IT IS MOVING.**
8. Portable fuel-burning equipment including wood and charcoal grills and stoves, shall not be used inside the recreational vehicle. The use of this type of equipment inside the recreational vehicle may cause fires or asphyxiation.

9. Do not bring or store LPG containers, gasoline, or other flammable liquids inside the vehicle because a fire or explosion may result.

The Campsite

A public or private campsite will be your home and neighborhood while vacationing. Making new friends and relaxing with old friends is a rewarding and enjoyable experience. To make your stay comfortable and convenient, we suggest that you review these important considerations:

1. Select a space large enough in which to maneuver your vehicle without disturbing or crowding your neighbors.
2. Park in the space, lining up as closely as possible to available water, electrical, and sewer facilities.
3. Block the wheels of your vehicle and level as needed.
4. Attach necessary water, electrical, and sewer services to your recreational vehicle.
5. Check all gas fueled appliances to be sure they are off; vent your unit well; then open the valve on your LPG tank.
6. Light gas appliances as necessary (range, refrigerator, water heater, and finance).
7. Unpack household goods and move your family in. Now enjoy yourself.

Consumption of LP Gas

Your LPG system uses liquefied gas which contains approximately 92,000 BTU’s of heat energy per gallon. To find out how long a gallon of gas will last, compute the total BTU input as shown on all of your gas appliances. Divide this figure into 92,000. The result will give you the total hours of usage per gallon when all your appliances are operating at full capacity.

Condensation

Condensation may occur in your trailer whenever the temperature outside is lower than the temperature inside. This can cause the warm moist air to form or condense as water droplets on colder interior surfaces, such as roof vents, windows, metal molding, and cabinet hardware.

Moisture is put into the air through various means, such as the combustion of LP gas, cooking food, washing dishes, and the breathing of people. The following factors indicate how rapidly moisture is generated:

1. Four people discharge into the air approximately one cup of water per hour.
2. An open flame from your range can also discharge approximately one cup of water per hour.

Condensation on windows is visible warning that there is too much moisture in your trailer. This excessively high humidity can cause mildew, staining, and deterioration of woodwork and paneling.
Follow these helpful hints to help reduce excessive humidity from the interior air:

1. Ventilate with outside air by keeping a roof vent or window open. Even when it is raining, the outside air will be drier than interior air.
2. Turn on the range hood fan when cooking.
3. Turn on the bath vent fan when showering and close the bath door.
4. Open a window while washing dishes.
5. Avoid air drying dam or wet clothing inside the trailer. If you must, hang them in the bathroom with the door closed and the bath vent fan on.
6. If your trailer is washer/dryer equipped, be sure the exhaust hose is vented properly to the outside.
7. Consider using a dehumidifier.

Dust Seepage

Travel over unpaved, ungraded or rough roads inevitably generates quantities of dust which has a way of leaking into trailers. The problem can be reduced by partially opening your roof vent which helps keep dust out. From time to time, it is advisable to adjust the striker plate on your entrance door. Road vibration can cause it to loosen up and allow dust and moisture to leak in.

Overhead Bunk Safety

Remember, the higher you climb, the father and harder you fall. Upper bunks and convertible beds can be dangerous for children and adults that are active sleepers. Falling from a high bed could cause severe injury or even death.

Never leave a small child unattended in an upper bed or inside the recreational vehicle due to the hazards of climbing to the beds, turning on gas appliances, and etc. Allowing children to play or wedge themselves between mattress liner and base can cause suffocation, especially if a plastic liner is on the mattress.

Traveling Checklist

Remember to:

1. When loading your travel, distribute the weight equally and towards the wheels. Do not load heavy items near either end of the trailer or the rear bumper. If your trailer is equipped with a roof cargo rack, limit the cargo to 100 pounds while traveling.
2. Visually inspect the running gear, including hitch and springs. Make sure the coupler latch is closed and secure it with a locking pin.
3. Check wheel lug nut torque.
4. Check tire pressure.
5. Check safety chain hookup and break-away hookup.
6. Remove and store wheel blocks.
7. Raise hitch jack and store jack pad.
8. Check batteries
9. Check running lights, brake lights, and turn signal.
10. Check LPG tanks. Refill if necessary. Turn tank valves OFF.
11. Lower T.V. antenna.
12. Lock refrigerator door.
13. Turn off water heater, furnace, range pilot, and water pump.
15. Close doors and drawers.
17. Retract steps and lock dead bolts in entry door.

Severe Weather Travel Safety Tips

Severe weather can be dangerous. Always listen for local weather conditions.

Wind

When local radio or an area has posted wind warnings, believe it. Strong winds may make the driver lose control of the vehicle and trailers. Slow down because a strong wind, mini tornado, or severe downdrafts can even overturn your trailers. Be aware that high velocity wind downdrafts called “down-bursts” and “micro-bursts” are associated with thunderstorms. When parked, stay in your car or truck. Be careful to avoid flying objects carried by the wind.

Awnings

Even with the awning partially extended and especially fully extended, a strong wind can lift the awning or even pull the awning arm out of the sidewall of the trailer. A strong enough wind could even cause the awning to become a sail, lifting the trailer and tipping it over. Also, a strong wind can bend the awning arms even if the awning is anchored to the ground. Keep the awning rolled up if there are strong winds in the area, at night, or when you are away from the trailers. In addition, rain or snow collecting in the awning can bend the roller and support mechanisms. A bent roller will not allow the awning to retract correctly or fully.

In light to moderate winds it makes good sense to tie both awning arms at the top with rope and stake the rope to the ground as in the following illustration. Always watch for sudden changes in weather and be ready to react appropriately.

Snow and Heavy Rain

Speed, snow, and rain do not mix. When you go too fast, you have poor traction with the road surface. Sudden stops can jackknife your trailer even when the road is dry. When it is wet or snowing extreme caution is necessary.
Hail

During severe hailstorms, the force and size of hailstones can damage the metal skin or crack the fiberglass skin of your travel trailer and has been known to break glass windows. If you are traveling, seek shelter such as an under pass or bridge. If you cannot avoid hail, stop or slow your vehicle so your forward speed does not increase the force of hail hitting your vehicle.

Lightning

Do not take a lightning storm for granted. Listen for local weather broadcast and avoid storms if possible. If you are parked and there is a lightning storm in the area, remember the following:

1. Avoid standing outside in or near water as water may attract lightning.
2. Avoid standing on or near high places as they may attract lightning.
3. Avoid standing under tall trees, as they may attract lightning.
4. Your truck or car and the aluminum exterior of your trailer may also attract lightning. Avoid standing outside against them.

Heat

When the weather is extremely hot it is important to open vents and windows to help reduce the temperature inside the trailer. During storage or even if just parked for a few hours the summer heat can bring the temperature inside the trailer up to 160°F or even higher. Intense heat can cause windows to crack, vinyl walls, or ceiling coverings to bubble and wood to dry out and crack. For more information, call the local office of the National Weather Bureau.

Generator Safety

Do not operate the generator in an enclosed building or in a partly enclosed area such as a garage. Nor should the generator be operated while sleeping. Be sure to follow all the instructions and warnings in this manual and in the manual provided by the generator manufacturer.

Exterior Maintenance

Siding

The exterior sides of your trailer are made of aluminum metal or fiberglass. To minimize weathering from the sun, moisture, and airborne pollutants, wash the exterior of the trailer monthly using mild soap and water (avoid abrasive cleaners). Wax the exterior at least once a year. Use a wax that is formulated for fiberglass on any fiberglass materials. Use an automotive was-polish on all aluminum metal materials.

Windows, Doors, Moldings, and Locks

Vibration occurs through normal use of your recreational vehicle. Screws holding windows, doors, and moldings should be check and tightened periodically. Inspect the sealants around windows, doors, and moldings every three months. See your dealer for approved sealants. Lubricate all locks with graphite once a year.

Solar Reflective Windows
If your trailer has solar reflective windows, do not use glass cleaners such as “Glass Wax®” or any silicone-based product. Towels or rags must be grit-free and non-abrasive. The glass manufacturer recommends mild soap or mild detergent applied with a clean sponge followed by a clear water rinse and squeegee drying. Fifty percent propyl alcohol and fifty percent Windex® (or water) is another recommended cleaning solution. Rubber roof material is slippery when wet.

If a tear or puncture should occur, see your dealer for the appropriate repair kit. Use only compatible rubber roof material, adhesive, and sealant when repairing punctures or tears.

Inspect vents and moldings yearly for tight seals. Reseal around all roof vents, seams, and moldings once a year or more often if needed. When resealing, use only compatible sealants. See your dealer for the proper sealants or have your dealer perform this inspection and resealing work for you.

### Interior Maintenance

#### Floor Coverings

Vinyl floor covering should be cleaned with a mild detergent. Carpet should be vacuumed after each trip. Stains can be removed with a good carpet type cleaner. Hardwood flooring should be cleaned regularly to prevent a build-up of grit. Use a soft cloth or follow manufacturer’s recommendations. Care should be taken to protect the wood flooring from neglect, abuse, and direct sunlight. See your dealer for the proper care and repair products.

#### Paneling

The interior wall and ceiling paneling may be cleaned with a damp cloth.

#### Upholstery

The hard wearing fabrics in your recreational vehicle should not be washed or dry-cleaned. To remove spots or stains, use a foam type spot remover.

#### Draperies

The colorful drapes are not washable and should be dry cleaned only.

#### Cabinet Door Maintenance

Your wood cabinet doors will maintain beauty and appearance if given a periodic cleaning. There are many products commonly used to protect and care for a finish, such as furniture polish and lemon oil. The most effective material is a coat of furniture wax properly applied and buffed. Severe damage can occur to cabinet doors which are exposed to periods of high humidity. This can occur when a recreational vehicle is kept closed up for a long period in wet/humid weather. Wood swells and shrinks primarily across the grain with the changes in humidity. A 5% change in the moisture content of the wood over a 20inch wide oak cabinet door will increase the dimension of the center raised panel by ¼”. This will result in the door literally pushing itself apart. Since this damage is not the result of defective material or poor workmanship, it is NOT covered by our standard warranty.

#### Winter Freeze Protection
When **using** your trailer in cold weather, be sure there is adequate circulation of warm air from the furnace around all water pipes. This can be done by leaving the bath door and cabinet doors open. Also, keep a ceiling vent slightly open. Even in the coldest weather the moisture-laden interior air will escape keeping the unit more evenly heated and comfortable.

In storage, protecting the plumbing system from freezing is one of the most important areas of long term winter storage.

**Caution:** Draining the water system alone will not provide adequate freeze protection. A special non-toxic RV type anti-freeze must be used in the system to give your trailer adequate winter freeze protection.

Your dealer can supply you with an approved RV type non-toxic anti-freeze or can winterize your trailer for you. **NEVER** use ethylene glycol automotive type anti-freeze or windshield washer anti-freeze in the trailer water system. These could be harmful or fatal if swallowed.

**Anti-Freezing Procedure**

To winterize your trailer yourself, follow these guidelines:

1. Thoroughly drain and rinse the toilet and gray water holding tanks at an approved dump station.
2. Open the drain on fresh water tank.
3. Open the drain on water heater tank.
4. Open the drain on cold and hot water lines.
5. Open all faucets, hot, and cold.
6. Drain the shower/tub faucet diverter and shower flex hose.
7. Drain the outside wash station flex hose.
8. Turn the water pump on to remove water from the pump and lines; then turn the pump off.
9. Close all drains and faucets.
10. Turn water heater bypass valves to “bypass position”.
11. Put anti-freeze bypass valve on pump to bypass. Dip pickup line in non-toxic antifreeze and proceed. If pump is not equipped with bypass valve, the disconnect suction line from water tank and dip in non-toxic anti-freeze. This can also be done by removing suction fitting from pump and adding short pickup line.
12. Turn water pump on.
13. Open each faucet, hot, and cold. Let run until you see anti-freeze solution flowing continuously. Be sure city water line hose hook-up has been relieved.
14. Flush the toilet until anti-freeze solution flows continuously.
15. Turn water pump off.
16. Open a faucet to relieve pressure and then close.
17. Pour a cup of anti-freeze down each drain to protect the P-traps in sinks and shower drains.
18. Remove filter cartridge (if water purifier equipped).

**Winter and Summer Protection**

For extended storage of your RV, follow these general maintenance guidelines:

**Exterior**

1. Perform all winter freeze protection procedures.
2. Turn off LP gas at tank valve(s).
3. Disconnect the batteries. Remove and store in a cool dry place.
4. Cover all exterior vents: water heater, furnace, range hood, and refrigerator. Remember to uncover before using appliances again.
5. Cover the tires to prevent cracking from the sun’s rays.
6. Support the trailer on appropriate blocks, jack stands, or stabilizer jacks.
7. Cover the air conditioner shroud (if A/C equipped).
8. Cover the LPG regulator to prevent moisture or insects from entering the vent opening.
9. Close all windows and roof vents. In high summer heat, you may want to open a window to prevent intense heat build-up inside the RV.
10. Always remove excessive snow accumulations from the roof as needed. In any locale where snow is a possibility, your RV should be protected from heavy snow loads accumulating on the roof.
11. Many RV owners buy a large plastic sheet that can completely cover a trailer when not in use. Most plastic covers have brass or reinforced holes in the sides so the cover can be tied down. A cover will protect and keep the RV clean.
12. When storing RV in winter, remember to open window a little to get rid of excess humidity.

**Interior**

1. Thoroughly clean the interior of the trailer.
2. Remove all perishables.
3. Clean the refrigerator and prop the doors(s) open to allow circulation of air.
4. Open closet and cabinet doors and drawers so air can circulate through them.
5. Cover the windows on the inside with paper or foil to reduce upholstery and drapery from fading.
6. Place two or three boxes of baking soda throughout trailer to help absorb odors.
SECTION 4: SPORT UTILITY RECREATIONAL VEHICLES

This section deals with trailers equipped with cargo loading ramps and fuel transfer systems. These recreational vehicles are sometimes referred to as “ramp trailers” or “toy haulers”. These trailers combine RV living quarters with a large cargo area and special consideration must be given to the topics in this chapter.

Bed Lifts

**EACH VEHICLE WITH ELEVATED BEDS HAS A WARNING LABEL LISTING THE MAXIMUM LOAD CAPACITY. FAILURE TO COMPLY WITH THE LOAD CAPACITY COULD CAUSE BED FAILURE WHICH MAY RESULT IN INJURY. BED(S) MUST BE STOWED IN THE UP POSITION DURING TRAVEL. ELEVATED BEDS MAY PRESENT A FALL HAZARD WHICH MAY RESULT IN INJURY. PLEASE FOLLOW THE GUIDELINES BELOW REGARDING ELEVATED BEDS AND THE USE OF BED RAILS.**

Electric Bed Lift Systems

Many of the WARRIOR Toy Haulers come equipped with rear cargo area electric bed lift systems. (See the label in the Ramp Trailer for proper operation of the rear cargo area electric bed lift systems). The bottom beds in some floor plans also can be converted to dual sofas. Again, like the standard built-in elevated beds, because of the design and the various uses, the rear electric beds are not equipped with a bed rail system.

Use of Bed Rails

We feel that you, as the customer, are best equipped to determine if a bed rail system is necessary or best for you based on your intended uses, the actual users of the elevated beds, and the comfort level of the users.

For those customers who would prefer using an elevated bed with a bed rail, there are numerous bed rail styles, sizes, heights, and designs available, even in the style of bumpers, which can be purchased at various retail locations and/or on the internet.

When installing a bed rail please make sure that you follow the manufacturer’s installation instructions carefully and that you take in to account the size and height of the mattress (either originally installed by WARRIOR or later replaced by you) so that the rails are the appropriate height above the top of the mattress. This is important because residential mattresses differ in size from the RV mattresses originally installed by WARRIOR. Please also make sure that the bed rail you select allows for adequate room to get in and out of the elevated bed after installation, especially in the event of an emergency.

Tips for Safe Usage

1. Please use sound judgment when allowing children to sleep in any style of elevated bed. Generally, it is not suitable for children under the age of 6 to sleep in an elevated bed or bed loft area.
2. Discuss proper usage of any
elevated bed/electric bed lift system with your children and make sure they are supervised if playing in the bedroom/sleeping area of the trailer with elevated beds. Please do not allow horseplay on or under the elevated beds and no items such as hooks, belts, jump ropes, or towels should hang from any part of the elevated bed.

3. Place a night light in the bedroom/sleeping area so users can see at night when getting in and out of the beds.

4. No more than one person should be in an elevated bed at once and make sure you follow the weight restrictions posted on the warning label near the beds.

5. Do not allow children to operate the rear cargo area electric bed lift systems in Ramp Trailers. The lowering and raising of the electric beds should be only conducted by an adult. No person should be on the electric beds when being lowered or raised.

Ramp Trailer Weight Distribution

All loaded trailers must remain within GVWR and GAWR limits. However, proper load distribution is of particular importance for ramp trailers. These trailers are designed to carry a variety of vehicles and cargo in the cargo storage area. These cargo items are typically heavy and consideration must be given to how they are loaded. Because most storage areas are at the rear of the vehicle the biggest concern is maintaining the correct hitch or pin weight percentage. Vehicles loaded incorrectly can have too little weight resting on the hitch or pin and can become unstable when towing. Keep the loaded tongue weight between 10% and 15% of the total weight for travel trailers and between 15% and 25% of total weight for fifth wheels. For example, if the loaded vehicle weighs 8000 pounds, the hitch weight for a travel trailer should be between 800 – 1200 pounds (10 – 15% of the 8000 pound total). For a fifth wheel this same 8000-pound vehicle should have a pin weight of 1600 – 2000 pounds (20 – 25%). By maintaining the correct hitch percentage and staying within the limits of the GVWR and GAWR you can help insure a safe towing experience with your trailer.

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOCATE AND SECURE CARGO AND VEHICLES TO MAINTAIN SAFE WEIGHT DISTRIBUTION IN THE CARGO AREA AND THROUGHOUT THE TRAILER. IMPROPER WEIGHT DISTRIBUTION OR OVERLOADING COULD LEAD TO LOSS OF VEHICLE CONTROL DURING TRAVEL RESULTING IN SERIOUS INJURY OR DEATH. FOLLOW ALL GUIDELINES CONTAINED IN THIS MANUAL FOR LOADING AND WEIGHING PROCEDURES. MAINTAIN THE LOADED HITCH WEIGHT WITHIN THE PERCENT LEVELS STATED ABOVE. WHERE APPLICABLE, A HITCH WITH BUILT IN SWAY CONTROL IS RECOMMENDED. DO NOT EXCEED THE GVWR (GROSS VEHICLE WEIGHT RATING) OR THE GAWR (GROSS AXLE WEIGHT RATING) OF EITHER THE TOW TRAILER OR TOW VEHICLE.</strong></td>
</tr>
</tbody>
</table>

Cargo Placement

Load vehicles and heavy cargo items in the
cargo area as far forward as possible. Big, heavy items should be loaded where they can be securely tied down. Start with top heavy items if you have them. That’s usually a good place to start because you must have plenty of room available to properly tie them down. Tying them straight down is not secure enough. They need to be tied off at several angles or they could fall over in an abrupt change in speed or direction. You need room to accomplish this. Smaller items can be used to fill the spaces around them later.

Once you have the heavy items located, check the hitch weight. If the hitch weight is significantly more or less than the guidelines in section “Ramp Trailer Weight Distribution”, make the changes necessary to get close. Then the smaller items can be placed to bring the hitch weight into the recommended range. They should be located so that they will not move during travel. Placing them next to items that have already been tied down helps, but your main concern should be to not lose the balance of the trailer. Don’t forget you can also get one side of a trailer heavier than the other without a little planning. This can cause tire failures from overloading an individual tire or tires. This can also cause a very serious problem when cornering, even causing the trailer to turn over in a sudden turn.

Top heavy loads can cause problems not only in cornering but also in hard braking. They have a tendency to make the trailer “dive” in hard braking conditions. This suddenly increases tongue weight and can decrease tow vehicle front axle loading just when you need steering and brakes the most. Arrange the remainder of the load to act as a counter weight to minimize this effect. Never place heavy objects on add-on devices hung on the rear bumper or placed across the tongue frame. This places heavy objects where they will dramatically effect handling in corners or bumps. Heavy weights placed well behind the axle can also reduce stability. A bicycle may be fine to hang out in back, but not a motorcycle. Use good common sense and to always allow plenty of margin for safety.

Ramp Trailer Loading Safety

The cargo door/loading ramp gives you complete access to the trailer cargo area. When lowered, the loading ramp allows you to easily load rolling cargo, bicycles, small motorcycles and ATVs, and small vehicles. This section outlines the safety precautions you should take when loading and unloading cargo and vehicles, as well as loading/unloading procedures, techniques and tips.

Use caution when using the loading ramp / door area of your trailer. This area has many uses and some things to be aware of are:

- Ramps and inclines
- Dissimilar surfaces that may be wet and slippery
- Awkward, heavy or unbalanced loads

Continuous attention to safety measures will help prevent accidents and possibly serious injuries and property damage. You can help minimize these risks, avoid hazards, and enjoy your recreational activities safely by using an effective decision-making strategy as follows:

1. **Identify hazards** or specific problems in your path. Equipment, materials, debris, other vehicles, children, pets, or any number of
other things may be in your way when you load or unload cargo or vehicles.

- **Predict what may happen** and think of the consequences of your actions. Be sure you are physically capable of handling the load safely and keeping it under control.

- **Decide what to do** based on your capabilities and the capabilities of your equipment.

- **Be sure** your cargo does not exceed the capacity of your loading ramp and the trailer.

### Loading Equipment

The loading equipment furnished with your trailer is the ramp door and the tie down attachment points in the cargo area floor. The rated capacity of the ramp door is 3000 pounds. Each tie down D-ring attachment is rated at 1,500 pounds. Typically, no tie down straps, cables, hooks, chains, wheel chocks, blocks, etc. are supplied with your trailer.

### Chocks and Blocks

Wheel chocks are wedge-shaped blocks placed in front of and behind the rear tires of a trailer to prevent the trailer from moving while it is being loaded. Always hitch the trailer to the tow vehicle, and use wheel chocks or other vehicle-restraining devices when loading and unloading the trailer. When chocking, use wheel chocks of the appropriate size and material to securely hold the vehicle. Don’t use lumber, cinder blocks, rocks, or other make-shift items to chock.

### Tie Downs

Use tie downs rated for the weight of the object to be secured. Be sure to attach and secure each tie down so that it cannot come loose, unfastened, opened or released while the trailer is in motion. Also, use edge protection whenever a tie down could be damaged or cut at the point where it touches an article of cargo.

**Note:** Do not over tighten tie downs as this will cause damage to the attachment hardware, floor structure and cargo.

The working load limit of a tie down, associated connector, or attachment mechanism is the lowest working load limit of any of its components (including any tensioner device), or the working load limit of the anchor points to which it is attached, whichever is less. When you choose tie down hardware, choose items that are strong enough to hold the load you are securing. The load limit of each tie down used should be at least one-half the working load limit of each tie down that goes from an anchor point on the trailer to an attachment point on an article of cargo. Check the tie down manufacturer’s specifications to determine working load limits.

**NOTE:** Tie down hardware is typically not supplied with your trailer.

When an article of cargo is not blocked or positioned to prevent movement in the forward direction, the number of tie downs needed depends on the length and weight of the articles. In all cases, use enough tie downs to secure the cargo from moving in any direction. Heavy tool chests or cabinets may require tie downs around bottom, middle and top to secure them. Be sure to lock or secure drawers in these chests or
cabinets so they can’t open while traveling. Keep handle bars, mirrors, etc. away from the trailer interior walls. The walls can be damaged by contact with hard, sharp objects.

Loading Ramp Operation

1. Hitch the trailer to a tow vehicle before loading and unloading the rear cargo area. Select a parking site where the edge of the rear door/loading ramp will rest entirely on a flat, level surface, and the corners of the door will be supported. Avoid soft sand or mud surfaces. When the trailer is loaded, the added cargo weight may cause the trailer and/or tow vehicle to become stuck.

2. Set the parking brake on the tow vehicle and install wheel chocks in front and behind the tires on one axle on each side of the trailer. DO NOT use the emergency brake away switch on the trailer.

3. Lower the front and rear jacks on the trailer to stabilize it.

4. Unlock the rear door loading ramp and carefully lower it to the ground. If equipped, extend the ramp extension and install the supporting hardware.

5. If equipped with a power bunk, raise both bunks fully.

6. Move things out of the way of your cargo, whether you are loading, or unloading. Have an idea where your cargo will be positioned after your load/unload activities.

7. Use caution and proper lifting techniques when loading and unloading items from the cargo area.

8. Use extreme caution when loading/unloading ATVs, motorcycles, or other vehicles (“motorized cargo” or “vehicle(s)”). These machines are generally heavy, and may be hot from operation and/or covered with dirt, oil, or other substances that may make them slippery.

9. Make certain that the door seals and hinge area are free of any debris, such as sand or snow before closing the rear door loading ramp.

10. Inspect the hinges, assist springs, and latch mechanism before each trip for signs of wear or damage, and make any needed repairs for safe operation and towing.

Loading and Unloading Motorized Cargo

Many recreation ATV or motorcycle accidents and injuries happen while loading or unloading. Steep inclines, unstable ramps,
power and a short stopping area can make loading motorized cargo difficult. There is no absolute safe way to drive your motorized cargo into the trailer. Take the following steps to aid in reducing the risks associated with transporting, storing, or occupying the trailer with motorized equipment and vehicles.

- Wear personal protective equipment while loading and unloading vehicles to/from the trailer. This includes but is not limited to, an approved motor vehicle helmet, leather boots, appropriate gloves, and eye protection.
- Never stand in the path of equipment when loading/unloading with the ramp, and keep bystanders away from the ramps.
- Keep body parts completely clear of the ramp door hinge pinch area at all times.
- Check parking brakes on the vehicle(s) you are loading/unloading, and on the tow vehicle.
- Inspect ramp and trailer floor/loading area for cracks, damage, oil or other debris that may cause slippage.
- Remove carpet from section where fueled vehicles or motorized equipment will be stored.

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ANY MOTORIZED VEHICLE OR ANY MOTORIZED EQUIPMENT POWERED WITH FLAMMABLE LIQUID CAN CAUSE FIRE, EXPLOSION OR ASPHYXIATION IF STORED WITHIN THE RECREATIONAL VEHICLE. TO REDUCE THE RISK OF FIRE, EXPLOSION OR ASPHYXIATION:</strong> 1. DO NOT RIDE IN THE VEHICLE STORAGE AREA WHILE VEHICLES ARE PRESENT. 2. DO NOT USE THE VEHICLE STORAGE AREA AS A TEMPORARY OR PERMANENT LIVING SPACE WHILE VEHICLES ARE PRESENT. 3. CLOSE DOORS AND WINDOWS IN WALLS OF SEPARATION (IF INSTALLED) WHILE ANY VEHICLE IS PRESENT. 4. RUN FUEL OUT OF THE ENGINES OF STORED VEHICLES AFTER SHUTTING OFF FUEL AT THE FUEL TANK. 5. DO NOT STORE, TRANSPORT, OR DISPENSE FUEL INSIDE THE VEHICLE. 6. OPEN THE WINDOWS, OPENINGS, OR AIR VENTILATION SYSTEMS PROVIDED FOR VENTING THE TRANSPORTATION AREA WHEN VEHICLES ARE PRESENT. 7. DO NOT OPERATE PROPANE APPLIANCES, PILOT LIGHTS, OR ELECTRICAL EQUIPMENT WHEN MOTORIZED VEHICLES ARE PRESENT. FAILURE TO COMPLY COULD RESULT IN AN INCREASED RISK OF FIRE, EXPLOSION, ASPHYXIATION, DEATH, OR SERIOUS INJURY.</td>
</tr>
</tbody>
</table>

CARBON MONOXIDE GAS CAN KILL YOU. FUEL BURNING DEVICES SUCH AS ATVS OR MOTORCYCLES THAT BURN GASOLINE, DIESEL, OR OTHER FUELS PRODUCE CARBON MONOXIDE WHEN THEY ARE OPERATING. CARBON MONOXIDE GAS IS INVISIBLE, ODORLESS, AND COLORLESS. DANGEROUS LEVELS OF CARBON MONOXIDE GAS CAN ACCUMULATE IN A TRAILER WHICH CANNOT BE DETECTED BY SIGHT, SMELL, OR TASTE. EVEN SMALL QUANTITIES OF CARBON MONOXIDE CAN CAUSE CARBON MONOXIDE POISONING AND SUFFOCATION, WHICH WILL CAUSE DEATH, SERIOUS INJURY, OR PERMANENT DISABILITY. EXPOSURE TO HIGH
CONCENTRATIONS OF CARBON MONOXIDE FOR EVEN A FEW MINUTES WILL ALSO CAUSE DEATH, SERIOUS INJURY, OR PERMANENT DISABILITY. DO NOT START ATVS, MOTORCYCLES, OR OTHER FUEL BURNING DEVICES WHILE THEY ARE LOCATED IN YOUR TRAILER.

THERE IS A HAZARD OF SERIOUS PERSONAL INJURY WHEN USING A LOADING RAMP. IF THE MOTORIZED CARGO LOSES TRACTION AND SPINS SIDEWAYS, IT MAY SLIP SIDEWAYS OFF THE RAMP, TIPPING SIDEWAYS, AND POSSIBLY FALLING ON THE RIDER CAUSING INJURY. ALWAYS FOLLOW THE RAMP LOADING INSTRUCTIONS IN THE OWNER’S MANUAL FOR THE MOTORIZED CARGO.

Ramp Positioning

The ramp angle from the trailer floor to the ground affects the risk when loading/unloading cargo. If the ramp angle is reduced, and all other conditions remain the same, risk is reduced. Always try to reduce the loading ramp angle; the shallower the ramp angle, the easier cargo loading will be. Position the trailer to take advantage of any terrain features that will help reduce the ramp angle. In all cases, be sure the ends of the ramp door can be fully supported. Always position the loading ramp so the ends in contact with the ground are level or at the same height. An uneven ramp may cause the cargo to tip over sideways during loading/unloading.

Loading Under Power

Always follow the instructions in the owner’s manual for the motorized cargo. If not available, following are generalized suggestions for loading motorized cargo. At no time should these instructions over-ride the instructions contained in the motorized cargo owner’s manual.

1. Shift into lowest gear before ascending ramps.
2. Align wheels with ramps both loading and unloading.
3. Approach straight on, not on an angle. If you are off to one side and the ground is uneven where the ramp touches the ground, an unbalanced situation can occur.
4. The operator should apply throttle smoothly and climb the ramp at low speed. Too much or sudden increases in throttle will cause the vehicle to be harder to control and may cause the vehicle to impact the front of the trailer cargo area or over-turn.
5. Stop when fully in the trailer. Keep handle bars, mirrors, etc. away from the trailer interior walls. The walls can be damaged by contact with hard, sharp objects.
6. After loading, close the fuel valve and run the engine until it stops (motorcycles and ATVs). Turn the ignition key off and remove it. Set the parking brake. For manual clutch machines, leave the machine in gear.
7. Secure the vehicle with tie downs. The attachment points you select on your equipment must be strong enough to support the weight of the equipment. Usually attachment points that are low and centered on the equipment frame will be good, an attachment to a decorative piece
of chrome or plastic will usually not be a good tie-down point. Consider any leverage action that may occur. An attachment point past the center of the equipment could cause the equipment to either swing around or flip over, causing damage to the equipment, or personal injury. If you have any doubt about the attachment point you have selected, stop and find a better attachment point.

**Secure the Load**

Install blocking devices in the front, back, and on both sides of the wheels to keep it from rolling. This block is strictly an additional safety precaution and does not reduce the need for strapping the vehicle in securely.

Use a minimum of three tie downs to secure the vehicle to the trailer. Use one tie down to secure the front of the vehicle to the trailer. Use two tie downs to secure the rear of the vehicle to the trailer, four tie downs (one at each corner) are preferred.

Attach tie down hooks to the vehicle’s frame, not to an accessory such as a mirror, handle bar, pedal, etc. Hooks on the other end must be attached to vehicle cargo anchors installed in the trailer.

For transport, motorized cargo with manual transmissions should be left in first gear. Vehicles with automatic transmissions should be in the Park position. The vehicle’s ignition key should be turned off and removed, the parking brake set, the run/stop switch in the stop (or off) position and the fuel lever turned to the off position.

---

**WARNING**

**FAILURE TO PROPERLY SECURE CARGO COULD CAUSE, PROPERTY DAMAGE, INJURY, AND/OR DEATH.**

---

**Unloading Motorized Cargo**

The safest method of unloading is to push the vehicle down the ramp, carefully braking to ensure control of the vehicle. If you loaded your vehicle forward (front in) that means you will unload it in reverse. Driving a motorized vehicle in reverse down the ramp is not recommended. A slight turn of the handle or a slip of the wheel can cause your vehicle to fall, tip or roll sideways. If you are on or in the vehicle you can be injured or killed. Unload the vehicle safely as follows:

1. Be sure the back tires of the vehicle are aligned with the ramp, and there are no people, pets or obstructions in the unloading area at the end of the ramp. Assure that the ground surface will support the vehicle, and that the vehicle cannot roll away uncontrolled.
2. Stand at the front of the vehicle.
3. Push the vehicle backward in line with the ramp.
4. As the rear tires start down the ramp let it roll slowly backwards braking enough to control the speed but not so much as to skid and loose control.

**Fuel Transfer System**

A fuel transfer system allows you to store gasoline for use in motorcycles,
snowmobiles, ATVs or other vehicles and equipment while at a campsite. This system consists of a fuel tank, fuel tank filler, fuel gauge, fuel transfer pump, fuel transfer valve and hose with fill nozzle. Some vehicles will be equipped with a switch at the battery and a switch at the pump. Other vehicles will be equipped with a timer switch allowing the pump to run for five minute intervals. A bonding jumper wire reduces the possibility of static electricity discharge between the fuel station and the equipment being fueled. To fill the tank, remove the fuel filler cap and fill the tank with the grade of gasoline required by your equipment. When replacing the fuel fill cap, be sure it seats squarely and turn it firmly to lock it on the fill pipe neck.

### WARNING

**NO SMOKING. BEFORE DISPENSING OF FUEL, TURN OFF ALL ENGINES, FUEL BURNING APPLIANCES, AND THEIR IGNITORS (SEE OPERATING INSTRUCTIONS). CONNECT THE BONDING JUMPER WIRE TO THE VEHICLE RECEIVING FUEL. GROUND THE RV. DO NOT DISPENSE FUEL WITHIN 20 FEET OF AN IGNITION SOURCE OR WITHIN 10 FEET OF ANOTHER RECREATIONAL VEHICLE OR STRUCTURE. FAILURE TO COMPLY COULD RESULT IN FIRE, DEATH OR SERIOUS INJURY.**

#### Fuel Transfer System Safety

Static electricity-related incidents when refueling are extremely unusual. They appear to happen most often during cool or cold and dry climate conditions. In rare circumstances, these static related incidents have resulted in a brief flash fire occurring at the fill point. You can minimize these and other potential fueling hazards by following safe refueling procedures.

A build-up of static electricity can be caused by reentering a vehicle during fueling, particularly in cool or cold and dry weather. If you return to the fuel fill pipe during refueling, the static may discharge at the fill point, causing a flash fire or small sustained fire with gasoline refueling vapors. Here are some additional refueling safety guidelines when refueling your vehicle or filling up gasoline storage containers:

- Turn off vehicle engines. Disable or turn off any auxiliary sources of ignition: the trailer furnace, water heater, cooking unit, and any pilot lights. Turn off main propane valve.
- Do not smoke, light matches or lighters while operating the refueling system, or when using gasoline.
- Use only the refueling latch provided on the gasoline dispenser nozzle.
- Never jam or otherwise try to lock the refueling latch on the nozzle open.
- Do not re-enter your vehicle during refueling. If you cannot avoid reentering your vehicle, discharge any static build-up BEFORE reaching for the nozzle by touching something metal with a bare hand, such as the vehicle body or frame, away from the nozzle.
- In the unlikely event a static-caused fire occurs when refueling, leave the nozzle in the fill pipe and back away from the vehicle. Turn off the fuel pump master switch immediately.
• Do not over-fill or top-off your vehicle tank, which can cause gasoline spillage.
• Never allow children under licensed driving age to operate the pump.
• Avoid prolonged breathing of gasoline vapors, Use gasoline only in open areas that get plenty of fresh air. Keep your face away from the nozzle or container opening.
• Never siphon gasoline by mouth, never put gasoline in your mouth for any reason, Gasoline can be harmful or fatal if swallowed, if someone swallow’s gasoline, do not induce vomiting, Contact an emergency medical service provider immediately.
• Keep gasoline away from your eyes and skin; it may cause irritation. Remove gasoline-soaked clothing immediately.
• Use gasoline as a motor fuel only. Never use gasoline to wash your hands or as a cleaning solvent.

Fuel Transfer System Operation

To operate the fuel transfer:

1. Lower the tongue jack or 5th-wheel jacks to the ground. This will electrostatically ground the trailer to reduce the possibility of static discharge while refueling.
2. Set the master disconnect switch to ON. This will either be located at the battery or at the fuel pump area.
3. Close the vents in the side of the trailer to prevent fuel vapor from entering the trailer.
4. Attach the ground clip securely to a bare metal part of the equipment to be fueled (frame, handle bar, axle bolt, etc.)
5. Turn the fuel transfer pump switch ON. For vehicles equipped with a timer, turn the timer to on and this will allow the pump to run 5 minutes. When the pump stops, turn on again if necessary for another 5-minute run.
6. Remove the fuel hose and nozzle from its compartment. An automatic bypass valve prevents pressure buildup when the pump is on with the nozzle closed.
7. Place the nozzle into the equipment fuel filler and squeeze the handle to allow fuel to flow. Be careful not to overfill the equipment fuel tank. Wipe up any spilled fuel.
8. When finished release the nozzle handle and return the nozzle to its compartment and shut off the pump switch.
9. When you are finished with all fueling, turn off the pump master switch either at the pump or at the battery if equipped.
10. Lock the fuel transfer nozzle compartment to prevent unauthorized use. The nozzle compartment must be locked at all times when not dispensing fuel.
**WARNING**


**FUEL-SOAKED RAGS OR OTHER MATERIALS CONTAIN FLAMMABLE AND/OR EXPLOSIVE FUEL VAPORS AND OTHER HAZARDOUS SUBSTANCES. CLEAN UP MATERIALS SHOULD BE TEMPORARILY STORED IN A NONFLAMMABLE, VAPOR-TIGHT CONTAINER UNTIL PROPER DISPOSAL FACILITIES ARE AVAILABLE. DO NOT STORE FLAMMABLE CLEAN UP RAGS OR MATERIALS INSIDE THE TRAILER, INSIDE ANY OTHER VEHICLE OR NEAR ANY SOURCE OF FLAME OR IGNITION BECAUSE A FIRE OR EXPLOSION CAN RESULT.**

**ALL PARTS OF THE FUEL TRANSFER SYSTEM INCLUDING BUT NOT LIMITED TO THE HOSES, PUMP, NOZZLE, FITTINGS, AND TANK HAVE BEEN SELECTED FOR THEIR QUALITY, SAFETY, AND INTENDED APPLICATION. ANY ALTERATION OR REPLACEMENT OF ANY PART BY OTHER THAN WARRIOR ORIGINAL EQUIPMENT MANUFACTURING PARTS COULD JEOPARDIZE THE INTEGRITY OF THE SYSTEM AND MAY RESULT IN SERIOUS INJURY OR EVEN DEATH. IF YOUR FUELING SYSTEM IS NOT WORKING PROPERLY OR YOU NEED ADDITIONAL INFORMATION ON THE USE OF THE SYSTEM CONTACT YOUR AUTHORIZED WARRIOR DEALER IMMEDIATELY OR CALL WARRIOR DIRECTLY.**

---

**Equa-Flex**

These are ride enhancement features available on certain models. Please refer to the manufacturer instructions supplied with the unit for care and operation or visit lci1.com.
PERIODIC INSPECTION CHART

Careful and regular maintenance is important if you wish to have the best possible service from your WARRIOR. A brief inspection every few months will prevent any serious difficulties from occurring.

Check for the following:

1. **Exterior and roof**: Roof seams should be checked and if necessary caulked or coated once a year. Check the exterior sidewalls and the roof. Check ventilators, moldings, doors, windows and any other places which may allow moisture to enter. Any opening should be carefully cleaned and filled with good grade of caulking compound. This inspection is most important.

2. **Interior walls, ceiling and floor**: The paneled walls and ceiling have a sturdy low maintenance finish. Give them the same care you would give a piece of furniture. Frequent cleaning and polishing will preserve this fine finish and keep the walls easy to clean. The Linoleum on the floor needs the same cleaning and waxing care you’d give to linoleum anywhere. **NOTE**: The finish wall panels may also be waxed for easy care.

3. **When winter comes**: Your WARRIOR Recreational Vehicle is built to keep you comfortable in the coldest weather. During the winter months when your heater is in use, be sure there is adequate circulation of air everywhere in the recreational vehicle, especially around and behind beds and in the wardrobes. This will prevent condensation of the excessive moisture in warm air on colder surfaces. Don’t overload your closets and cup-boards. Proper ventilation is essential, especially when cooking or boiling water. Washing or hanging up wet clothing, other than in the closed shower room, should be avoided. By keeping a central window or vent open slightly, even in the coldest weather, you not only allow the moisture laden air to escape but also will keep your recreational vehicle more evenly heated and comfortable. Keep your hater clean and free of dust.

4. **Winterizing your RV**: If you plan to leave your RV during periods where temperatures may drop below freezing, make sure you take proper precautions to make sure your water and drain line system is protected from freezing. If you have any questions on how to properly winterize your recreational vehicle, either refer to your owner’s manual or ask you’re dealer, who will be happy to answer questions for you.

5. **Annual maintenance checks and inspection**: Your dealer or a reputable repair center is suggested for yearly inspections and maintenance. They may check and tighten plumbing and electrical fixtures, check wheel bearings on a trailer, check caulking, etc. Most important is to remember to service your recreational vehicle as you would service your automobile or home.
ROUTINE MAINTENANCE

Monthly

• Check the water levels of the batteries.

Every Three Months

• Check LP gas lines for leaks with soap solution or leak detector. • Clean the microwave hood exhaust fan filter and blades.
  • Test smoke alarm and carbon monoxide/LP gas detector.
  • Check operation of windows, latches, and hinges.
• Clean the roof ducted air conditioner filter or filters.
  • Clean and inspect door and window seals; reseal where necessary.
  • Inspect and reseal around the tub and shower area where necessary.
• Lubricate the exterior door hinges and latches with a graphite (silicone) lubricant.
  • Check, clean, and tighten battery cables and inspect batteries for proper fluid levels.

Every Six Months

• Inspect the slide-out for proper seal (if equipped). If realignment is necessary, please contact an authorized WARRIOR RV Service Center.
• Change the battery in the smoke detector.
  • Rotate tires as recommended by the tire manufacturer.
  • Check all gas appliances for proper operation.
  • Have the LP system inspected by a qualified technician.
  • Lubricate the movable parts on the entrance step.
  • Change the batteries in both the smoke detector.
  • For the optional washer/dryer, inspect the water hoses (both the hot and cold supply lines) to note any bulges, kinks, cuts, wear, or leaks. Especially note the hot-water hose, as this tends to degrade faster than the cold-water hose. Replace if hose feels “soft” or “spongy.”

Annually

• Inspection of roof seams and joints.
• Sanitize the fresh water system.
• Wax and buff all gel-coat surfaces on the vehicle.

NOTE: Cosmetic adjustments and alignments must be performed within the first three months from date of original purchase. Thereafter, these items are considered routine maintenance and not covered under the Limited Warranty.
PRE-DEPARTURE CHECKLIST

For your continued safety and convenience, the following is a representative “check list” designed to assure your safety while towing:

√ Remove or secure all loose fixtures (e.g., awnings, flags, antennas, portable lights) to keep them from falling from the recreational vehicle when motion.

√ Make a “walk-around” visual inspection of the recreational vehicle to note any irregularities (e.g., loose trim) or problems (e.g., low tires); correct noted problems accordingly

√ Check all exterior storage-compartment and generator-compartment doors to make sure they are properly latched. If need be, check inside all exterior compartments to make sure that all cargo and equipment are properly secured so they won’t work loose and become hazards during sudden starts and stops.

√ Check tires for proper inflation (i.e., cold inflation pressure). If the recreational vehicle has not been used, make sure that the “cold inflation” pressure is maintained. If the recreational vehicle has recently been used, make sure that the “hot inflation” pressure (see the tire-manufacturer’s literature to determine appropriate “hot inflation” pressure) is maintained. All tire pressures should be within 1-2 pounds (psig) of each other.

√ Examine wheel lug nuts to assure their proper tightness. If any lug nuts were found to be loose, first check the fit of the wheel to the hub to make sure the wheel is not mis-mounted which would produce a “wobbly” wheel when the recreational vehicle is in motion, then tighten the lug nuts.

√ Make sure all lines (e.g., water, sewer) and electrical power cords are disconnected and properly stowed before moving the recreational vehicle.

√ Assure the leveling jacks are in the “travel” position if equipped.
FOR WARRANTY SERVICE

Always contact your Dealer first.

WARRIOR strongly recommends taking your WARRIOR to an authorized WARRIOR dealer. WARRIOR Technicians are well-trained specialists and are kept up to date with the latest service information through technical bulletin tips, and in-dealership training programs. They learn to work on WARRIORS before they work on your RV, rather than while they work on it.

You can be confident of your WARRIOR dealer Service Department.

If you are not satisfied with the dealer’s service call or write the service manager at manufacturing plant listed on the reverse side of the warranty. For special service problems, if you are unhappy with product or service you received from the plant, you may wish to write:

Weekend Warrior Toy Haulers
A division of Omega RV, LLC
PO Box 1300
Caldwell, ID. 83606

You can also contact us through the website.
WEEKEND WARRIOR LIMITED WARRANTY

(To be given to buyer for review by dealer prior to sale)

WARRIOR agrees to repair or replace any part of your Recreational Vehicle made necessary because of defects in material or workmanship except:

1) Any defect, malfunction, or failure to conform to this written warranty resulting from the consumer’s unreasonable use (including failure to provide reasonable and necessary maintenance) of the product.

2) Any damage not caused by the defect or malfunction. (For example: Improper alterations or modifications, normal deterioration due to wear or exposure, or abuse by user.)

3) If your vehicle is used for commercial purposes or held for hire or rental.

4) There are certain components and appliances which carry their own separate warranty and require special servicing, such as the hot water heater, refrigerator, stove, oven, air conditioner, furnace, water pump, converter, AM/FM CD radio, generator, battery, tires, microwave, etc.

WARRIOR does not authorize any person to create for it any other obligation or liability in connection with your vehicle and this warranty does not cover loss of use or other consequential or incidental damages. Some states do not allow this exclusion or limitation, so it may not apply to you.

This written warranty begins on the date of the original retail sale and extends for one (1) year. In case of a defect or malfunction, covered by this warranty, WARRIOR will repair or replace the defective parts—at its option—with-in a reasonable time, and without charge to the consumer, provided WARRIOR receives notice within one (1) year of the original retail sale at the address shown below, specifying:

a) Location of your unit and date on which you are prepared to deliver it to the Service and Repair Center:

b) When it will be available for inspection, if necessary; and

c) Your phone number.

“Replacement” means furnishing a new part which is reasonable equivalent in quality and function to the product covered by this warranty.

“Malfunction” and/or “Failure” used herein do not include normally required adjustments.

Any implied warranty applicable to your vehicle is limited in duration to the duration of this limited warranty.

Some states do not allow limitation on how long an implied warranty lasts, so this limitation may not apply to you.

This warranty gives you specific legal rights. You may also have other legal rights which vary from state to state.

PLEASE READ THE INSTRUCTIONS FURNISHED WITH YOUR UNIT. THE INSTRUCTIONS SHOULD BE CAREFULLY FOLLOWED.
Warranty Disclaimers

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, AND IN LIEU OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF WARRIOR. IMPLIED WARRANTIES, INCLUDING IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IF ANY, GIVEN BY LAW, SHALL BE LIMITED TO AND NOT EXTEND BEYOND THE SCOPE OF COVERAGE AND BEYOND THE DURATION OF THE WRITTEN LIMITED WARRANTY PERIOD SET FORTH HEREIN. NO PERSON HAS THE AUTHORITY TO ENLARGE, AMEND, OR MODIFY THIS LIMITED WARRANTY.

Damage Disclaimers

WARRIOR WILL NOT BE RESPONSIBLE OR LIABLE FOR LOSS OF USE OF THE RECREATIONAL VEHICLE, ON-SITE SERVICE CALLS OR SERVICE CHARGES, LOSS OF TIME, INCONVENIENCE, EXPENSES FOR GASOLINE, TOWING CHARGES OR TRANSPORTATION COSTS, RENTAL OF SUBSTITUTE EQUIPMENT, TELEPHONE, TRAVEL, LODGING, DAMAGE OR LOSS TO PERSONAL PROPERTY, LOSS OF REVENUES, OR OTHER COMMERCIAL LOSS, OR ANY OTHER SPECIAL OR CONSEQUENTIAL DAMAGES, OF ANY KIND OR NATURE RESULTING FROM ANY DEFECT IN THE RECREATIONAL VEHICLE.

THIS EXCLUSION OF CONSEQUENTIAL DAMAGES SHALL NOT BE DEPENDENT UPON THE WARRANTY FULFILLING ITS ESSENTIAL PURPOSE.

Warranty Exclusions

This limited warranty shall not apply to:

- Trailers used for business, rental, commercial, residential, or disaster relief purposes, or any other purposes other than recreational travel and family camping;
- Damage or loss caused in whole or in part by the misuse, abuse, neglect, theft, vandalism, product modification, improper customer or dealer installation, improper stowage of equipment, incorrect line voltage, unauthorized repair or failure to follow instructions supplied with recreational vehicle;
- Damage or loss caused in whole or part by the unauthorized attachments, modifications or alterations to the structure, body, pin box, or frame of the recreational vehicle including but not limited to trailer hitches for towing, or platforms for supporting cargo;
- Trailers not originally sold through an authorized WARRIOR dealer and those sold through auction, repossession, salvage or an otherwise damaged or distressed condition;
- Any upholstery damage including, but not limited to tears, punctures or misuse;
- Any fading or die lot changes of fabrics or carpets;
- Cosmetic issues with rubber roof or its installation;
- Any and all damage or loss to the owner’s tow vehicle;
- Redesign / Reconstruction;
- Any and all damage caused by improperly performed maintenance or inadequate maintenance;
OWNER REGISTRATION

Please fill out form below and mail to:

Weekend Warrior Toy Haulers
Omega RV, LLC
P. O. Box 1300
Caldwell, ID. 83606

Date: ______________
Serial #: ______________

1. How did you hear about WARRIOR products?

☐ WARRIOR Website
☐ WARRIOR Magazine Ad
☐ Word of Mouth
☐ Previous Owner
☐ Local Dealership
☐ Internet
☐ Local RV Show
☐ Newspaper Ad
☐ Other_____________________

2. Have you owned an WARRIOR Unit before?  ☐ Yes  ☐ No

Date of Sale to Owner: ______________
Make: _____________________________
Model: ___________________________
Year: ___________________________
VIN: ____________________________

Owners Name ________________________________
Current Address ________________________________
City ________________________________
State ________________________________
Zip ________________________________
Residence County: ________________________________
Owners Phone ________________________________
Owners Email ________________________________