

Tips for the first timer with a new fifth wheel

This is just a short list of the basics that will at least make your first few days, in a new environment, a little easier.

There will be many other items down the road that you will want to add or modify to personalize your unit. Those additional items will make your trailer a little more homey, allot more comfortable and a better fit for your travel and life style and pet needs.

You should sit down and read the information inside the information packet supplied with your new trailer. There's a lot of good information in there that you will eventually need. These include information on the propane system, landing legs, water pump, air conditioner, etc.. Unless your dealer did it, there are also some warranty cards in the folder that need to be filled out and sent.

Read and understand your brake controller, its' adjustments and set up. Keep the controller function card in the glove box for a quick reference when needed. In adjusting the controller, you want the trailer to just barely pull back on the truck when braking. It is a feel setting that you will find by the seat of you pants.

Also, if the trailer is "bucking or jerking" while traveling over railroad crossings or concrete panel roads, try applying a little pressure on the brake lever, this applies a little braking to the trailer brakes with out the use of the brake peddle. This can take some of the railroad crossing and concrete panel road surges out. **DO NOT OVER USE THE LEVER** as this can heat up the trailer brakes.

Things that you will want to get before your first trip

All of these items are cover in detail further into the article.

The photos are at the very end of this article.

Side to side level gauge, photo 1

You can mount this on the front of the pin box on the trailer. Mount it so you can see it from inside the cab with the interior rear view mirror.

Front to back level gauge, photo 2

Mount this level gauge on the side of the trailer. It has a slide marker that indicates your hookup height. This one levels your trailer from front to back and mounts on the outside wall next to where your landing gear switches are located.

Sewer hose fittings, photo 9

You will need a 10 – 15' basic hose with fittings. I like this 45 degree pattern as you can see the color of the water coming out of your tanks. I attach it at the very first fitting on the dump valves and let it point downwards. Hook your sewer drain hose to this and run it to the dump pipe connection.

Possible a new sewer hose carrier, photo 8

If you wish, see if you can mount this under your unit some where. Others have put them sideways at the very front.

Front Landing leg Stabilizers, photo 5

<http://www.winfieldrvproducts.com/Home.html>

I own a set of these and use them to stabilize the side to side swaying motion inside the trailer when the trailer is setup and you are camping. My wife was sensitive to the rocking or swaying motion inside the trailer when I moved about. These eliminated that motion for us. I recommend against a tripod for many reasons, I will not go into that here, email me if you would like to talk about them.

Rear Scissors Jack Stabilizers, photo 6

<http://www.winfieldrvproducts.com/Home.html>

Landing Leg Extension photo 14

<http://www.winfieldrvproducts.com/Home.html>

Use this leg extension if your trailer is only equipped with one land leg switch, ie, one landing leg motor. Install it on the leg closest to the landing leg switch. See page 10 for the set-up.

(1) set of wheel chocks: photo 13 There are 3 reasons that I use the wheel chocks. 1st, These trailers do not have parking brakes. 2nd, The chocks stop most of the roll and take some of the stress off of the front landing legs when parked on a slightest incline. 3rd, they will take some of the forward and backwards motion out of the trailer once, you are set up. Between these and the Winfield Landing Leg Stabilizers, most if not all of the trailer motion will be eliminated. Still though, block your wheels even with the wheel chocks on. They do not replace a parking brake.

Get them both, they are worth it.

Leveling wedge blocks, plastic wedge type, plus 2 x 4, 4 x 6 and 2 x 6 wooden blocks, about 18" long, photo 7

RV potable drinking water hose: 20 – 25 '. Not a garden hose, which will taste terrible. Make sure it is marked for "potable water" use, they are usually white.

Electric adapters, 50 amp to 30amp, if you have the 50 amp service. Also get a 30 amp to 15 or 20 amp adapter.

You will at times need a 15 amp or 20 amp plug adapter to plug your trailer in at your home, for the refrigerator etc, while you are loading up. Some camp grounds only have the 30 amp service so you will need an adapter to the 30 amp if you have the 50 amp service. Make sure these are RV adapters.

One word of caution! Do not connect your 50 amp service to the 50 amp electric dryer or stove outlet in your home. The RV 50 amp has (2) 110 volt ac services, one down each leg plus a neutral and a ground. The 50 amp service in your home is 240 volts and it will destroy most of your appliances and electrical components. Watch this especially if you visit someone and they say, "oh yea, I have a 50 amp service". Unless they installed it for an RV, it's 240 volts. Don't do it.

There are several voltage testers to test the voltage and the polarity; you might want to get one.

Teflon plate for the pin box, photo 4

Get 2 of these, leave one on the trailer pin, it will stay there. Also get heavy gear grease for the jaws and pin only at the hitch. The Teflon plate will carry the load at the pin hitch table.

Yellow or gray 20' flush hose for the sewer flush, photo 3.

Use this hose for "flushing only" of the black sewer holding tank, if you have this feature!

Inline hose filter for the potable water hose photo 10

Always place this filter on the hose when filling the water tank and when connecting to the park water for the pressurized water system in your trailer.

In-Line Water pressure regulator, photo 11: You will need this if the park water pressure is too high.

If you have a Vacuum system, get extra bags for it.: Get additional bags at Wal-Mart ECT. You might want to check that the bag is in the housing and actually attached to the vacuum. Get the number off of the bag for future reference.

BBQ with propane bottles: You may want to give this some thought before you purchase one. The round burners on a BBQ, like the ones your stove, are for cooking with pots and pans. The long burner bars are for BBQ'ing. Set it up and try it out at home before you go. Get BBQ utensils, wire brush, fork, etc..

Rubber matt liners for inside the kitchen cabinets and drawers: You can usually find this in RV and Marine type stores. Photo 12

Cut and place this matt inside your kitchen and bathroom cabinets and drawers to keep things from sliding around. I also cut and use these as place mats on the dining room table.

Flash lights with spare batteries and spare batteries for all of your other battery needs.

First aid kit: Get at least a medium to a large kit with a quick reference guide. Don't scrimp here, get a good one!

Fun stuff, games, hobbies, reading, camera, video camcorder, computer, maps, binoculars, RV park books, VHS, CD's and DVD's. Remember all of the chargers and the adapters for this equipment.

I now enjoy trying to identify the local birds so I get one of the local bird fold-outs, kind of fun.

Emergency and repair tools:

5 ton bottle jack

Torque wrench with extension and socket for lug nuts on your trailer.

Hand tools, mechanical and electrical. Keep it pretty basic as you will tend to go overboard.

I found as many of the different **light bulbs and fuses replacements** for the trailer as I could, before I left. I keep them in a small plastic tool box in the trailer. Most of these you can get at your dealer or an auto parts store. Have your dealer help you with the larger fuses and note their use and their location. I tagged the inline fuses with key tags as to what they do and placed a list of their locations inside the circuit breaker panel. Some are hidden or in unusual places, have the dealer help you locate ALL of them.

Satellite dish w/ stand and an RG6 cable for it. You should set this up and try it out at home before you leave. At home you can call the satellite company for their help if needed. You will also need a cable for the regular park TV.

Satellite strength meter

<http://www.homecable.com/products/24.html>

This little device makes life so much easier when trying to point the satellite dish.

Get a carpet for out the front door to keep from tracking in dirt and leaves and also a small Broom.

Folding chairs for out side and a portable Coleman type lanterns.

Wash brush, extendable handle, for cleaning off the bugs and road dirt.

Get a plastic bucket and a stock of your favorite fiberglass, automotive and glass cleaners and waxes.

Window cleaner, extendable handle type

Mirror, fish eye, for outside side mirrors

Find the smallest that you like for both mirrors. I put mine just inside the turn signal arrow in the mirror.

Electric space heater

Get a good space heater with a thermostat setting. Why waste your propane to heat, use the parks electricity. Get 2 and set one in the bedroom. They make some very good ceramic ones that will not burn you if you touch them and will shut off if knocked over. We also use electric blankets.

Magnifying glass w/light, age required, for those darn maps.

Possible 2 small 2-way hand held radios for backing up, especially at night.

Televisions, figure out a way to lock your television in place. I use a wooden lower cross bar to hold the bottom in, 2 velcro straps screwed into the cabinet back at the top and attached to the front of the TV with sticky back velcro and a cushion from the couch wedged in on one side.

The TV will move and fall out if you do not address this. !

Keys: make a couple of extra sets of all of the keys for both the truck and trailer.

Keep 1 set in the glove box, another set inside the trailer some where, and use a hide a key some place on the truck and or trailer to get back into the truck or trailer if you loose your keys. I also left a \$100.00 bill in the hide a key box, just in case.

Sewer and sanitary:

Get additional **sewer hose fittings**. I like the clear 45 degree to see the color of the water being dump. I like to make it run clear.

Possible mount a new sewer hose holder.

For cleaning and sanitizing the holding tanks I put 1 cup of CHEAP, dry or liquid laundry soap down the toilet into the black tank after every dump. I also put 1 cup of fabric softener in each of the black and gray tanks after about 2 – 3 flushes. Usually the gray tank gets enough soap from the dishes etc. Just dump the soap and/or softener down the sink, lav or shower for the gray and down the toilet for the black.

I do not use any of the black tank additives and have never had an odor problem.

Get a box of **vinyl gloves** for the dumping process as it is usually the last thing you do when you are leaving the park. You do not want to have this on your hands for the rest of the day. Some of the units have the outside shower right there also. I have used that to wash up also if needed.

Use a yellow or gray water hose, 15 - 20 foot long is fine, for the pressure flushing of the black tank only. This hose can get contaminated just lying on the ground at the dump station area so Don't chance it! The different colored hose is so you do not ever confuse it with the potable drinking water white hose.

Dumping the Black Water Tank, Dump the black tank first

Dump the black water tank when it is 2/3s full or more. Dump the Black Water Tank First while the flush water is running, (if you have a black tank flush, see the literature on the tank flush operation). Close the black tank valve let it fill some and dump it again until it runs clear. Dump the gray tank last to clean out the sewer hose for storage. After I close the black water tank valve, I leave the flush water running a few more minutes to put 3 – 5 gallons in the tank. With the soap and the softeners in there, it cleans up really well as you drive along.

Toilet paper, you do not have to buy the expensive RV toilet paper. Take a couple of sheets of RV toilet paper and a couple of sheets of the brand you normally use. Place them in separate glasses 2/3rds full of water. Stir them equally with a spoon and see which one breaks down first. It will probably be your normal brand. But even if it takes 30 seconds longer, your toilet paper is going to be in the holding tank for a day or so anyway, so save your money.

You will find lots of things like this. They are marked "RV", it feels good to buy them, but in most cases they just cost allot more than the brands you are use to, so be comfortable and use your normal brand where possible.

Potable drinking water:

Get an RV drinking water hose and an inline hose filter (2), 1 spare. You probably have a water filter on your unit on the pump, out of the fresh water tank, but you do not have a filter on the water going INTO your fresh water tank. You want to keep sand, dirt and bugs from getting INTO the tank ahead of the pump and filter.

You should learn how to sanitize your fresh water tank with chlorine. Go on the internet to read up on the process. This process only requires a measuring cut and regular liquid Chlorine bleach.

You should not let your potable water set for more than a **month** in the fresh water tank without **checking it, dumping it, or chlorinating it**. When you chlorinate, you must do the lines inside the trailer also. The articles on the internet will tell you about this process. If you cannot find one then please email me. It is good to keep only the amount of water you think you will need between camp grounds as every time you put water in your fresh water tank from a public water source, you are actually adding chlorinated water into the tank.

If my next stop is to a camp ground with services I do not carry more than 5 - 10 gallons or the first light on the fresh water tank level gauge. **So, it is good to travel with the least amount of water you think you need, as the more often you renew and refresh the water in your fresh water tank, the better.** Also why carry the extra weight at 8.33 pounds per gallon of water.

I always turn on the faucet at the camp spot and let a little water flow out before I connect my hose and inline filter to the faucet. I always use an inline hose filter, on the "outlet" end of the hose, when ever I am putting any water into the fresh water tank, even at home. You do not know what might have crawled up the hose while it was stored, or into the faucet.

I have open several faucets and had brown water come pouring out, not to mention silt, dirt and rust. There was a remote faucet at a camp ground that I used to flush the black hold tank. The faucet had so much silt in it from their well that it actually plugged up the flushing nozzle in the black tank. I had to remove the bottom cover on the trailer to get to the nozzle. A lesson learned so now I do flush out the faucet every time.

****Something for the future**.** Install a small cup type water dispenser at the kitchen sink for filling coffee pots and water glasses. Under the sink I installed a very good microbe and heavy metal filter system. They cost a few bucks, but it is well worth it by not getting the 2 step. This filter is over and above the one that comes with the trailer. The one with the trailer is a particulate filter, not a microbial filter.

Leveling gauges and trailer leveling:

Install a large bubble or ball level and a small level with a memory slide per the photos 001 and 002.

Take your time doing this as it will affect your trailer setup from now on. Be accurate with your initial floor and refrigerator leveling.

Completely level your trailer from side to side and front to back before you put these on your unit. Use a level on the floor in the kitchen area for side to side and front to back. Then use a small round level inside the refrigerators freezer compartment to double check your level. You will have to drive your trailer up on wedges and or blocks placed on the low side of the trailer for that side to come up to level for the side to side level. Use the front landing legs for the front to back level. Again, be accurate with this set up.

When you have it level, apply your new bubble or ball leveling levels. I have posted pictures of these on my unit.

Install the large level by putting it on the pin box receiver, so you can see it from the driver's seat thru the inside rearview center mirror.

The small level gauge is for the side of the trailer. It has the slide marker that shows the “hookup” mark. This level is for the front to back level and mounts on the side wall next to the landing leg switches. I held the front to back level up against the side first, marked its exact level location with a sharp pencil, then removed the sticky back paper and applied them to the trailer.

I also placed reflective tape on the hitch in the back so I can see the centerline of the receiver at night.

As a Note to remember, Your refrigerator does have to be pretty level to work, so keep that in mind. Going down the road sloshes around the refrigerant enough so you do not ever have to worry about level, just drive and forget about the refrigerator. It’s only **prolonged, non-level** parking that will cause the refrigerator to stop working.

Set the refrigerator controls so when it is not on 115 volt electrical, it automatically switch over to propane, if you have this option. The switches or buttons are on the top face panel on the refrigerator.

Pulling into a spot:

Try to find a “**Pull Thru**” for the first few days out. Don’t stress if you cannot get one but it does make life a lot easier for us novices the first few times. These are sites where you drive in one end and out the other, no backing up required. This will soon be a frequently used term in your vocabulary when making reservations at a park. “Do you have pull thru(s)”?

Another thing to consider if you are going to set up a satellite dish, you may have a great spot but too many trees. Consider using your remote dish in these cases.

You may also find a great spot but you are not sure if you can get into it. That is usually why the spot is still left, others couldn’t either. Remember your limits and your abilities for now and pick the easier spots. Your confidence and abilities will all come together very quickly, but for now, pick the easier spots.

Once you find the spot:

Watch for tree limbs, wires and any other low or side obstruction.

Once the trailer is in the site, the person guiding the trailer in can check to see if the slides have enough clearance by put their back against the trailer side and stick their arm straight out for clearance. If it clears everything, then your slide should clear also. Try this on your trailer with the largest slide out. If you can put your back to the trailer side and reach out and touch the outside of the slide than that will be your quick measurement to be sure that the slides will clear the bench, BBQ, electrical and water poles etc..

Some people may have to put their shoulder to the side of the trailer with their arm out sideways to get the distance, but you get the picture.

Center your unit in the spot so you are sure that the slides can open on each side and the electrical and water is within reach on the DRIVERS' side. The water and electrical services should always be on the drivers' side, (except in older smaller parks), there they used one post with the water and electrical on it for both sites. You might get lucky and get the right one or the drivers' side, but I usually don't. This just means a longer hose, or a friendly "Y" and an electrical extension cord.

If you are in a pull thru site and they are not on the driver's side, you entered the site from the wrong direction. Go around and come in from the other end of the site. If it is a busy camp ground, or an exceptional site, have some one wait there to hold the site while you turn it around.

If you are backing up, (how to back up a trailer is covered later in this article), make sure your partner can see you in the mirrors, tell them that if they cannot see the mirrors than you cannot see them and their signals. Just stop, relax and talk about it. Try not to let the audience bother you; in fact have them help if you need it. They will almost always be very helpful. Like most humans, we like to see others struggle until they need our help, then all changes and we help. This is one of the most frustrating aspects until you master it, which you will. Believe in each other, talk about it, and get a system that you both understand and do not let it start a "**mood**". Believe it or not, the person guiding you in has a harder job than you do.

My wife will touch her side and point, that means move the "whole" trailer over, not just the back. Like I said, figure out a system that you both understand and above all, talk gently.

When you are in the spot and happy about it, look in the rear view mirror at the level you installed on the trailer pin box and see which way the trailer needs to rise up, from side to side, to be level.

Place your plastic wedges under the lower set of wheels and pull forward or backup to go up on the wedges. As you back up, watch the bubble in the level, when it is centered, stop, put on the parking brake and place the truck in park and shut it off. ** note, if the space grades slightly down to the front, I put the wedges in front of the tires, if it grades down towards the back of the site, put the wedges behind the tires to act as wheel chocks.**

You are now level side to side.

Place your mechanical wheel chocks, photo 13, between the tires on both side and lock them out to snug. I usually leave the wrench handles on the chocks to remind me to remove them when we are leaving. When the slide goes out the handles are hidden, when

the slides go in the handles are exposed and noticeable, so you take them off. This works for me.

Next, hook up the electrical cable; it will help with the landing gear and the slide operations. Always, especially with the 50 amp services, turn off the breaker at the park panel before you connect your plug. You can arc and burn your plugs prongs.

Lower your landing legs down with the center switch or single landing gear switch about 4 – 5". Place 2 of your 4 x 6 blocks laying flat under your front landing gear legs

For 2 motor, 3 switch landing legs: Now pull the pins to lets the inner landing leg tubs fall down to rest on the blocks. You will have to move up or down with the outside leg until the lock pin snaps back in across the leg, locking the inside leg in place. Use the right and left buttons to get both legs down flat on the 4 x 6 blocks together.

For 1 motor, 1 switch landing legs, drop both legs down but align and install the pin on the passenger landing leg only. Use the landing leg switch to lower it to the blocks. Put it pin in the landing leg closest to you and spin the foot until it touches the block.

For both type"

Now with the center button, which moves both legs together, start lowering the legs, raising the trailer, until the receiver table just starts to move on the truck hitch. On your front to back level, the one by the landing gear switches, move the slide marker to the center or edge of the bubble. This marks the height of the pin when you want to "hook up" again.

If you do not have dual driven landing legs, ie, only one switch for both legs, you may have to use blocks under one leg to make sure that BOTH LEGS hit the ground at the same time. You will twist the frame and make the trailer out of side to side level if you do not do this. There is an adjustable landing leg foot at: www.winfieldrvproducts.com that will make one landing leg adjustable.

Unlatch the jaw on your truck receiver and lock it open. Unplug your 12 volt electrical cable in the truck bed and store it in the back of the pin box, unhook your emergency brake-away cable and store it, lower your tail gate, if all is clear, drive your truck out. Watch your tail gate on angles.

Now go to the landing gear switches again, and raise or lower your trailer to level. The bubble will come off of the "hookup mark" and you will want it at the "0" or center line of the level. This will place your floor and refrigerator level for operation and comfort. There is nothing worse than walking up hill inside you unit.

Note: Sometimes, when a spot slopes up allot in the front, you will have to raise or retract the legs more than you originally extended them. That is the 4 – 5 " down was not

enough. If this is the case, you have to hookup the truck again, take up the load on the truck, retract the inside legs, then extend the main outside legs down a few more inches. I think you understand what I am saying. It is frustrating when that happens, some times you can judge it, but when it happens, just grin and bear it. Take your time and re connect properly, lock and check the jaws. It will only take another few minutes to correct the problem so chill. I usually try to act like nothing happened.

What this, oh I am just re-setting it, no nothing wrong just a little more slope to this site than I thought, no problem.

Next, place your 4 X 6 blocks under the rear scissors jack stabilizers and lower them to snug. You might want to re-check your front to back level as this can move it. Eventually you will learn to leave the front just a touch high as the rear jack will bring up the back and level it out. If you have the Winfield Rear Scissors Jack Cross Brace Stabilizers, use the handle and tighten them up.

If you have the Winfield Front Cross Brace Stabilizers, find your pins in your front storage compartment, install the pins and tighten the stabilizer tubes by hand. Install the Red Reminder tag over the landing leg switches.

Awnings, On some units, the slides have to be in to put the awning out or to retract them. Check to see if your unit is this way, if so, adjust your setup accordingly.

Check the furniture inside to make sure that nothing has moved and will block or be broken by the slides being moved. Extend the slides out, again watching for trees, benches, fireplaces ECT. With one person inside and one outside the unit, the process works really well for us. Open a window and talk with each other.

Rearrange the furniture, unlatch the TV and set out your personal knick knacks etc.

Pull out the water hose and get that connected. Remember to flush the faucet and install your inline filter.

Put up the satellite dish or connect to the park cable. If you can get neither you still have the winegard antenna as a final backup, than DVD's, each others company, a good book, the neighbors or Mother Nature for the evening's entertainment.

Set out your awnings, chairs and BBQ ECT.

Hook up the sewer hose but only open the gray water tank valve.

For the Black Tank, flush just before you leave the site or when the black tank is 2/3rds or more full. If you go to a site and leave your black tank valve open, the solid waste will hit the bottom of a dry empty tank, the fluids will flow around it and it will not flush out. It will build up a pyramid and only create many problems So do not use the sewer drain until you are ready to leave or the tank levels require them to be dumped. If you get

ready to leave and the black water tank is not full enough, use the pressure flush for the black sewer tank or hold the flush peddle down to put more water into the tank. Fill it until it is 2/3rds + full. Then dump it.

Another point, if you leave your unit connected to the site sewer drain pipe with your valves open, all of the sewer gases can come up directly into your trailer every time you flush your toilet. There are no “p” traps in the black sewer system, as there are in your home, to keep the sewer gases out.

Hooking up:

Awning in, stuff packed, vents down, Winegard antenna down, windows closed, electric water pump off, (if not on park water). TV locked in. On some units, the slides have to be in to retract the awning.

Water hose disconnected, sewer hose up, flushed and stored.

if your site did not have a sewer dump pipe, than on your way out of the campground, find the sewer dump station. Again, pull in with the dump facilities on your left or drivers side. This process is extremely hard and uncomfortable to do from the wrong side.

Leave the electrical hooked up until the last thing, I use the park electrical to help in moving the slides in and out and to raise and lower the landing gear.

Inside, all repacked and storied, when the furniture is rearranged inside and it is ready, move the slides back in.

Retract the rear stabilizer scissors jacks, store your 4 x 6” blocks.

*If you have the Winfield Rear Stabilizers, relieve them first.

Lower or raise the trailer so that the bubble on your side level is on the “hook-up” mark. This will be the height that you unhitched at. Your truck should just slide right in with the trailer at the correct height. *If you have the Winfield Front Stabilizers, loosen and remove the pins.

Open up your receiver hitch jaws in the truck bed and lock it open. Photo 6

Release your receiver hitch side to side swivel if it has one. This lets the table hitch in your truck bed tilt side to side when driving.

Watch your tailgate. If you do not have a “v” type tailgate (photo 6) you will have to lower it for the pin to come into the back of the bed. Be very very careful that you do not run into the trailer with the corners of the tailgate, especially if you are backing in on an

angle. Take your time. Sometimes you may have to open and close your tailgate several times.

Back in until your receiver is solid under the pin. It is ok if you leave the trailer down just a little bit so that you actually force the truck under the pin box by about ½". Set the emergency brake and put in park.

Lock the jaws and visually check to see that they are closed around the pin. You might want a small flashlight handy to check the jaws, if required. Connect the 12 volt power cord in the bed of the truck and check your brake controller, in the cab of your truck, to see that a "c" or connected symbol is showing on the display screen.

I usually shut the truck off for the noise and smell it generates. "Being friendly"

Re-attach the emergency brake-away cable.

If all is well, close the tail gate.

Raise the landing legs up just before the stop marks. You do not want to jamb the landing gear up. Pull the pins for the inside tubes and slide them all the way up and let the pin slide thru on both sides.

If you raise the landing gear legs up, using the motor, until they jam, or until you can hear it in the motor, you have gone to far and you might break something. Remember, because of the gearing, the landing gears are very powerful. The only good thing about shearing a shear pin or breaking a landing gear gear by jamming it up is that you already have the trailer connected to your truck so you can take it to a repair shop. You cannot use the trailer without them, so don't jamb the landing gear legs up. Keeping them 1/2" down from the red mark is not going to harm anything. Also, remember back when we were talking about unhooking at a site. If the site grades up to far in the front and you have to retract the landing gear all the way up, and you still do not make it level. Well that is the time that you can really do some damage with all of the additional trailer weight on the legs. Keep them down the ½", be happy.

Disconnect and stow the electrical cable and lock the cable door with your key.

Remove the wheel chocks with caution as the trailer will try to roll just a little bit.

Start the truck and roll off of the wedge blocks. Do not let anyone stick their hands in there until the truck has stopped.

Stow the wedge blocks, checks doors again and that the sewer dump pipe cap is on.

Walk around and check for the satellite dish, storage doors closed and locked, vents down, antenna down, wooden blocks stored, your steps up and step handrail swung in, one last time. It never hurts to check again.

General thoughts

Believe it or not, you will eventually become very comfortable in this new environment. With the power and stability of the new diesel trucks, you might forget that you have a trailer back there. It's great to be comfortable, just watch your speed and don't get **complacent!**

You need to figure out a way to keep your TV from coming out of its' compartment. I happen to use a wood cross bar at the bottom and long Velcro straps on the top.

Check the height of your unit, with some being 12' 6" plus, you do have to watch older gas station roof heights and very old bridge heights. Know the height of your unit to the very top of the AC or the highest point when it is connected up to your truck, you will need that information someday.

If you are low on fuel, and there are only older gas stations around that your unit will not fit under, you may need to unhook the trailer. If you are in a bind, find a side street and just do it, it will not take that long to do.

Remember that you are around 9 to 12 tons total weight now, **keep back a little farther** than you would normally and watch the other guys. You are also not going to be able to accelerate like you are use to, so pay a little more attention to your merging and passing. Be aware of people following you, be courteous to them and let them pass when you can if you are the slow one.

When passing, if I can see the shadow of the trailer on the ground on the passenger side, I use it to judge that the trailer is clear of the car or truck that I am passing.

I installed the larger diesel semi truck fuel nozzle inlet. You might want to check out a truck stop before you hook up the trailer and see if the high capacity nozzles will fit your rig. **Diesels only.**

When you store your unit leave the refrigerator and freezer doors open.

Run your refrigerator on electrical when in the parks. If you set it right, it will automatically change over to electrical when it is available or propane when not.

Your refrigerator can run on propane while traveling if you wish.

Check out your satellite dish and play your TV and DVD player before you leave home. Figure out the wiring and how it all works. Do not leave this till the last minute. The first time might take awhile. I have some cabling diagrams if you need assistance.

Read and understand your propane automatic switchover valve position and high flow restrictor hose valves, it should be in your equipment packet the dealer gave you.

If your entry steps will come out at a rest stop, your slide on that side should also clear if you need it to get the refrigerator or?

Backing up and trailer handling tips :

Take your trailer out to a very large parking lot like a stadium or shopping center parking lot when no one is around.

Drive around and use the parking lines to watch the tires and the rear of the trailer when making turns going forward. You must go out into the intersection farther than you normally would to start your turn to clear the curb with the trailer wheels. Use some of the parking space lines like curbs and see what I mean.

Do not hug the curb when starting to make a turn. Cheat out sideways to give yourself more room to make turns in.

Backing up:

When backing up, if you do not have your own method or feel uncomfortable in which way to turn the steering wheel than try this:

Place your hands on the very bottom of the steering wheel, if you want the very back of the trailer to go to the driver's side, move your hand on the bottom of the wheel towards the driver's door and then continue turning the wheel in that rotation as you back up and you will see the back of the trailer react.

If you want the very back of the trailer to go to the passenger side, move your hand on the bottom of the steering wheel towards the passenger side and continue turning the wheel in that direction.

The trailer will respond slowly and that is one of the skills you will acquire. The trick is to know how soon you need to start turning the steering wheel before you want the trailer to start turning into your spot. Another point is when to stop turning so you have just enough radius in your turn to get it where you want it. You can over turn the steering wheel when backing up. Some times you see a person with the front of their truck going radically side to side as they try to back up. This is too much turning of the wheel in one direction. Slow down the rotation, it will come naturally in time. If you get into a problem, stop, move forward a little, straighten up the trailer behind you, hands on the bottom of the steering wheel, take a breath, relax and start backing up again.

Make sure that you pull into your park well before sundown as the darkness will make your backing up and set up 10 times worse. Give your self at least 2 hours before nightfall the first few days. Remember, you have to check in, find your spot, back in and than start the set up. So give your self a little cushion.

Don't push it. My wife and I will call if we are not going to be at the park on time or at all and let them charge us for the night. Some times the \$30.00 to \$40.00 is not worth the night time set up hassle and sometimes we take a wrong turn and love where we wind up.

We are not lost because we were just generally going in one direction or another with no hard fast destination on the menu. Places we thought we would like to see, but fortune some time takes us other ways. Be flexible and enjoy.

Once you get acquainted with the setup sequence and a feel for your trailer, your set up time will be down in the 10 to 15 minute range with ease. No problems, just a few minutes and your done and relaxing from the days drive.

Relax, enjoy and have a great adventure.

There are (2) quick reference or sequence lists at the bottom of this article. Copy them if you need a quick reminder for a short time.

Please email with any questions or comments.

Martin and Christine Kromer

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Connecting up to leave:

- Insides stored and packed
- Sewer dumped if the site has one
- Everything down, closed and packed, vents, antenna
- Slides in
- Water hose disconnected and stored
- Electrical left connected
- Stabilizers front and back released
- Scissors jacks up and blocks stored
- Front landing gear moved to hitch connection height as shown by side level
- Tailgate down, watch corners of tail gate if on an angle
- Hitch table pin pulled for tilt if you have tilt
- Hitch table jaws locked opened
- Back solid under pin, close jaws and visually check closed
- If your hitch has a secondary jaw pull lock out, use it
- Connect 12 volt 7 pin connector in the bed
- Check brake controller in cab for connection symbol
- Connect emergency brake away cable
- Landing gear up, blocks stored
- Tailgate up
- Electrical disconnected and stored, 115 volt
- Wheel chocks out and stored
- Sewer hose cap on
- Roll off leveling blocks and store
- One last walk around, remember stair and entry handle
- Sewer dump if you need it on the way out of the park

Setting up, disconnecting:

- In the site, utilities on driver side, slides clear
- Level side to side with wedge blocks under lower tires
- Wheel chocks
- Electrical, 115 volt, shut off breaker before connecting
- Landing gear, wood blocks
- Lower landing gear to just move/unload table
- Set, the side level pin height marker
- Tailgate down
- Unplug 12volt 7 pin cable in bed of truck
- Disconnect emergency brake away cable
- Unlock hitch jaws, lock open
- Drive truck out
- Level front to back. Landing legs
- Scissors jacks down
- Cross Brace stabilizers tighten
- Check front to back level again
- Rear Cross Brace Stabilizers tightened
- Slides
- Water
- TV signal, cable, satellite, Winegard
- Inside, outside things
- Relax!

PHOTO 1

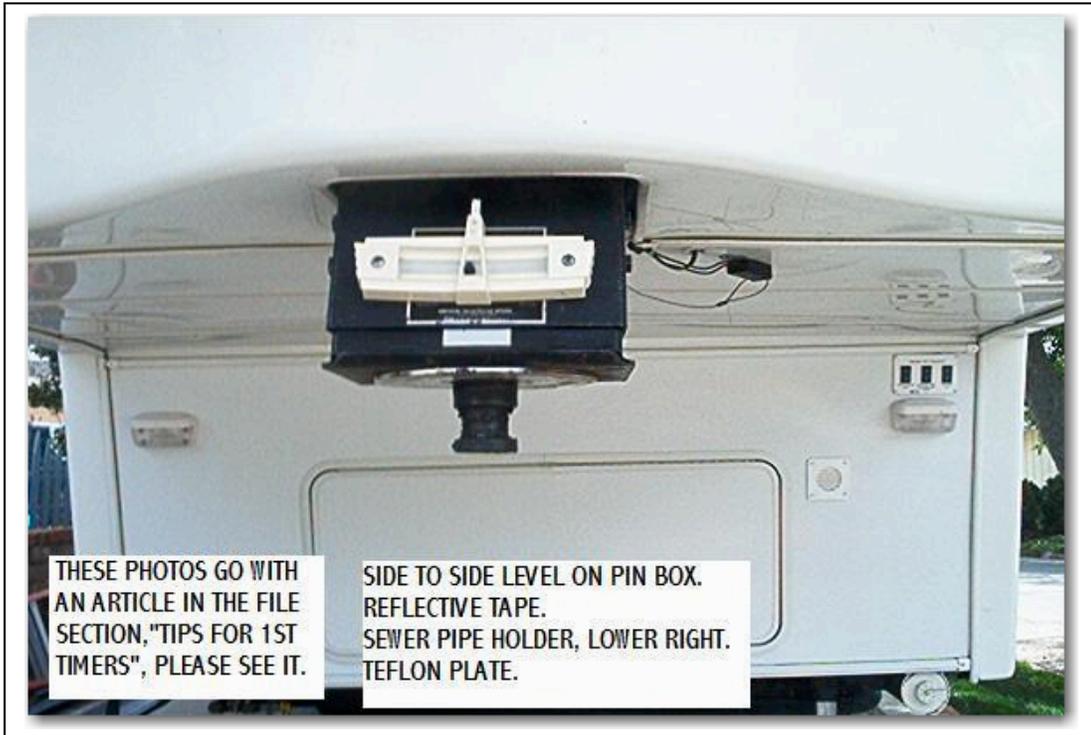


PHOTO 2

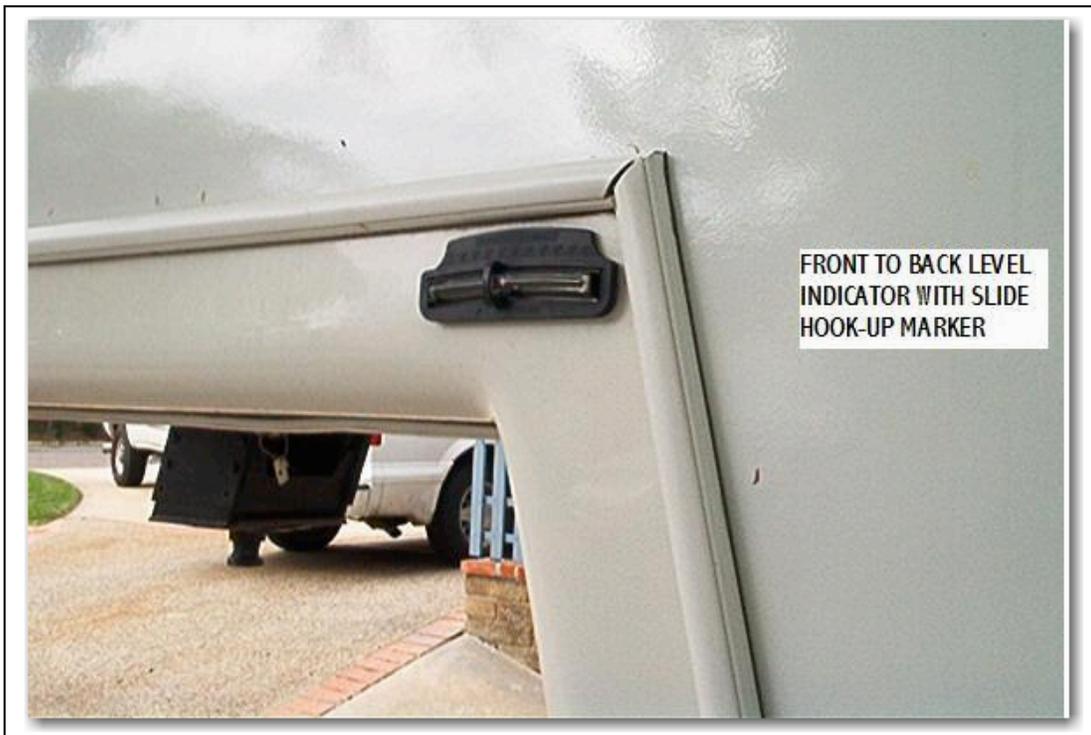


PHOTO 3



PHOTO 4

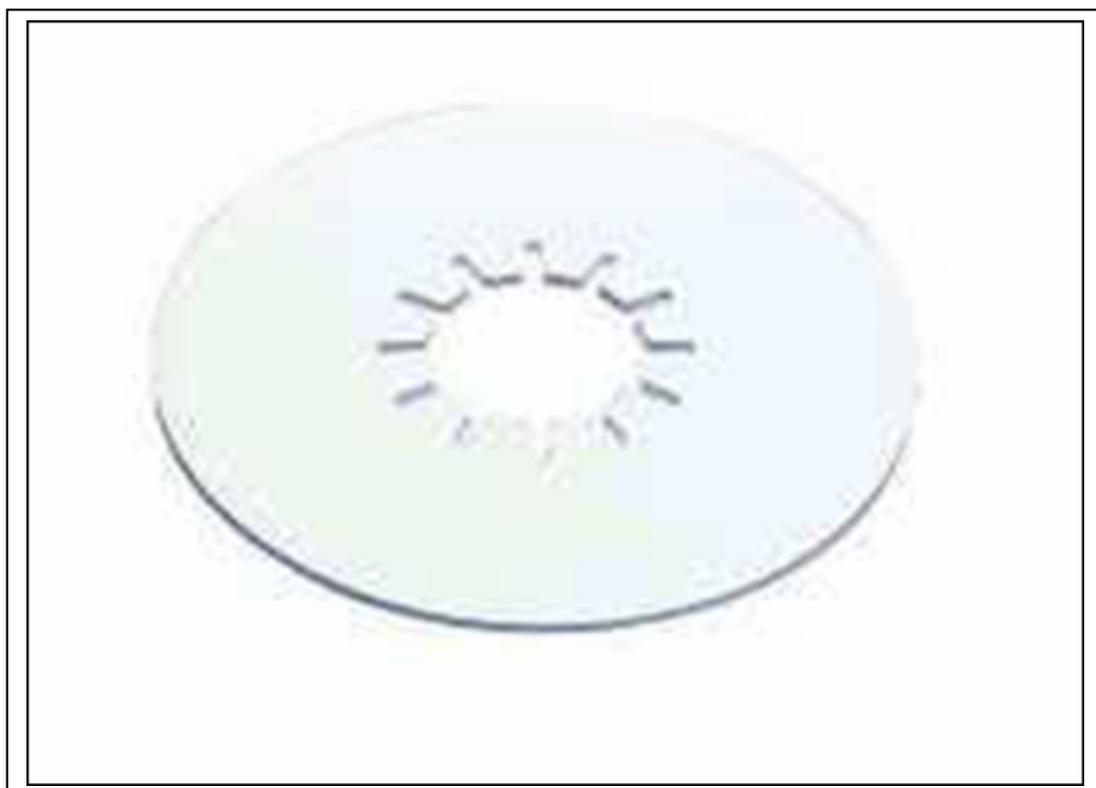


PHOTO 5



PHOTO 6

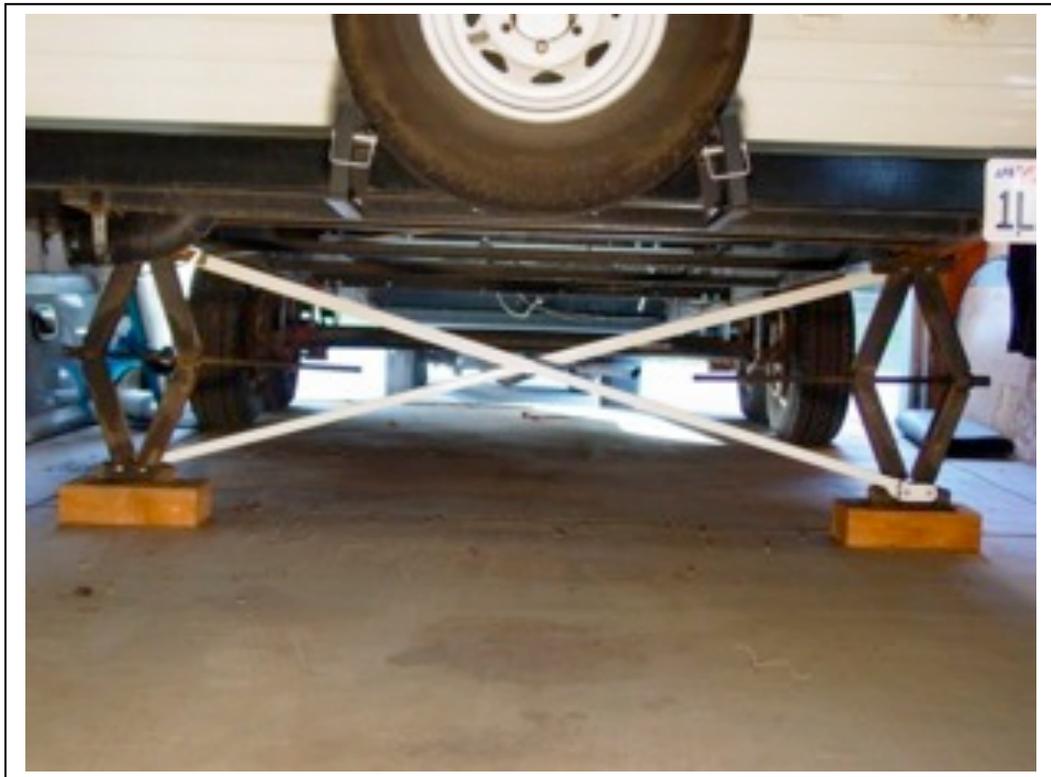


PHOTO 7



PHOTO 8

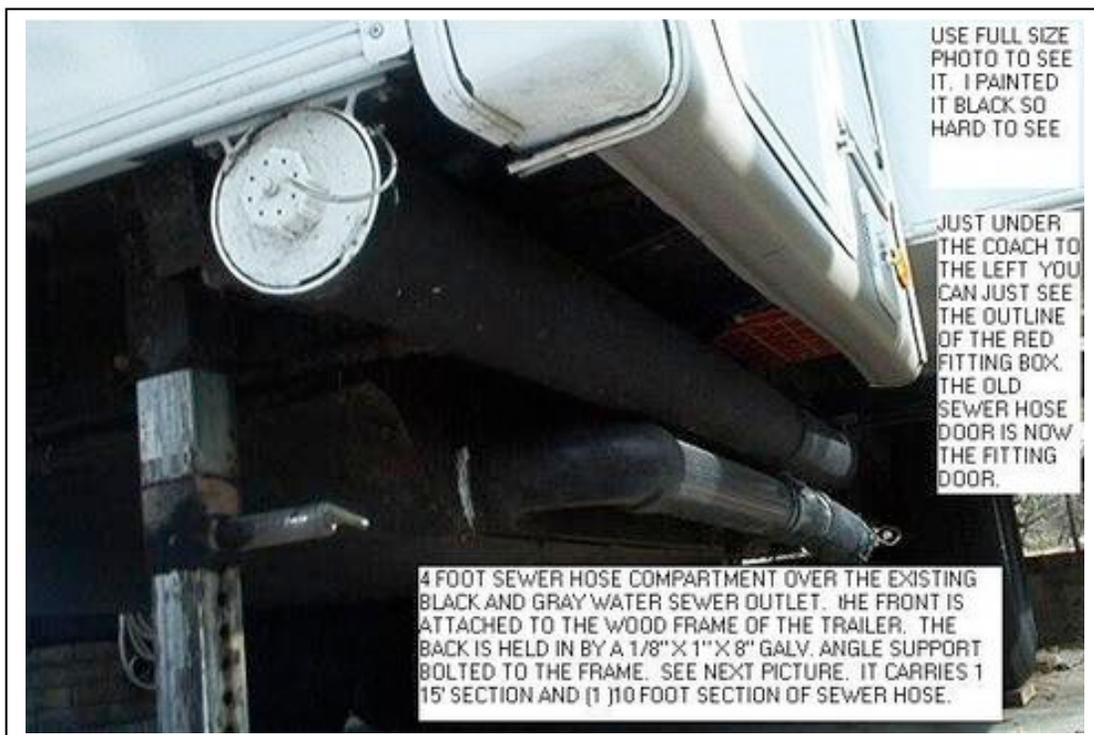


PHOTO 9

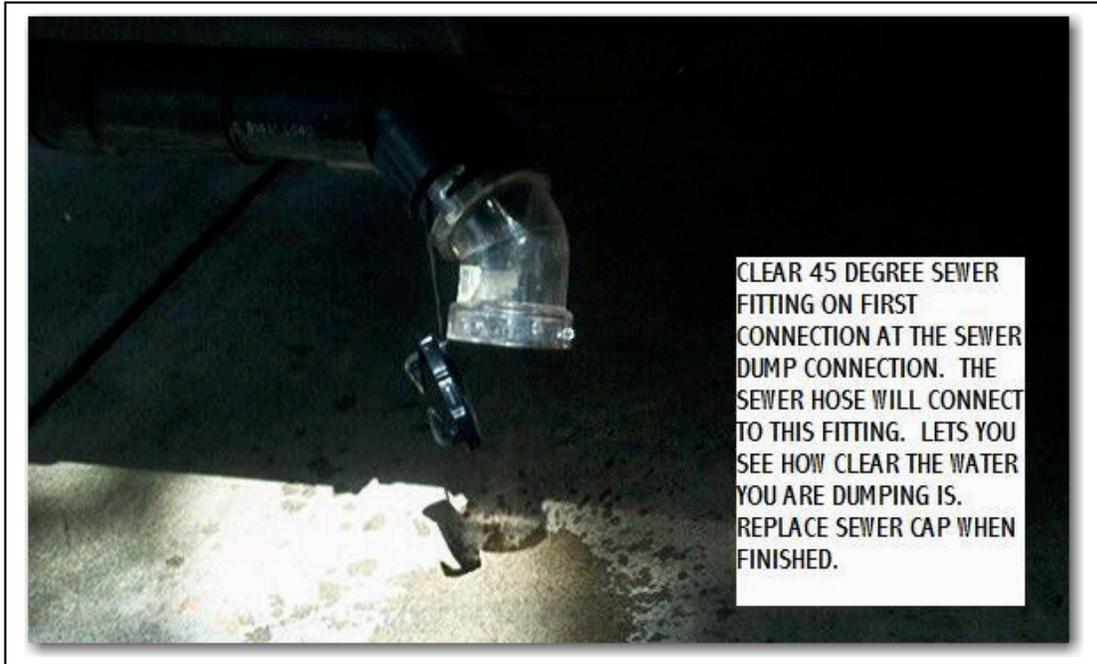


PHOTO 10



PHOTO 11



PHOTO 12



It will keep your cupboards rattle-free and non-slip. Pick the color to match your decor. New patterned finish looks almost too good to hide in a cupboard.

PHOTO 13



PHOTO 14

