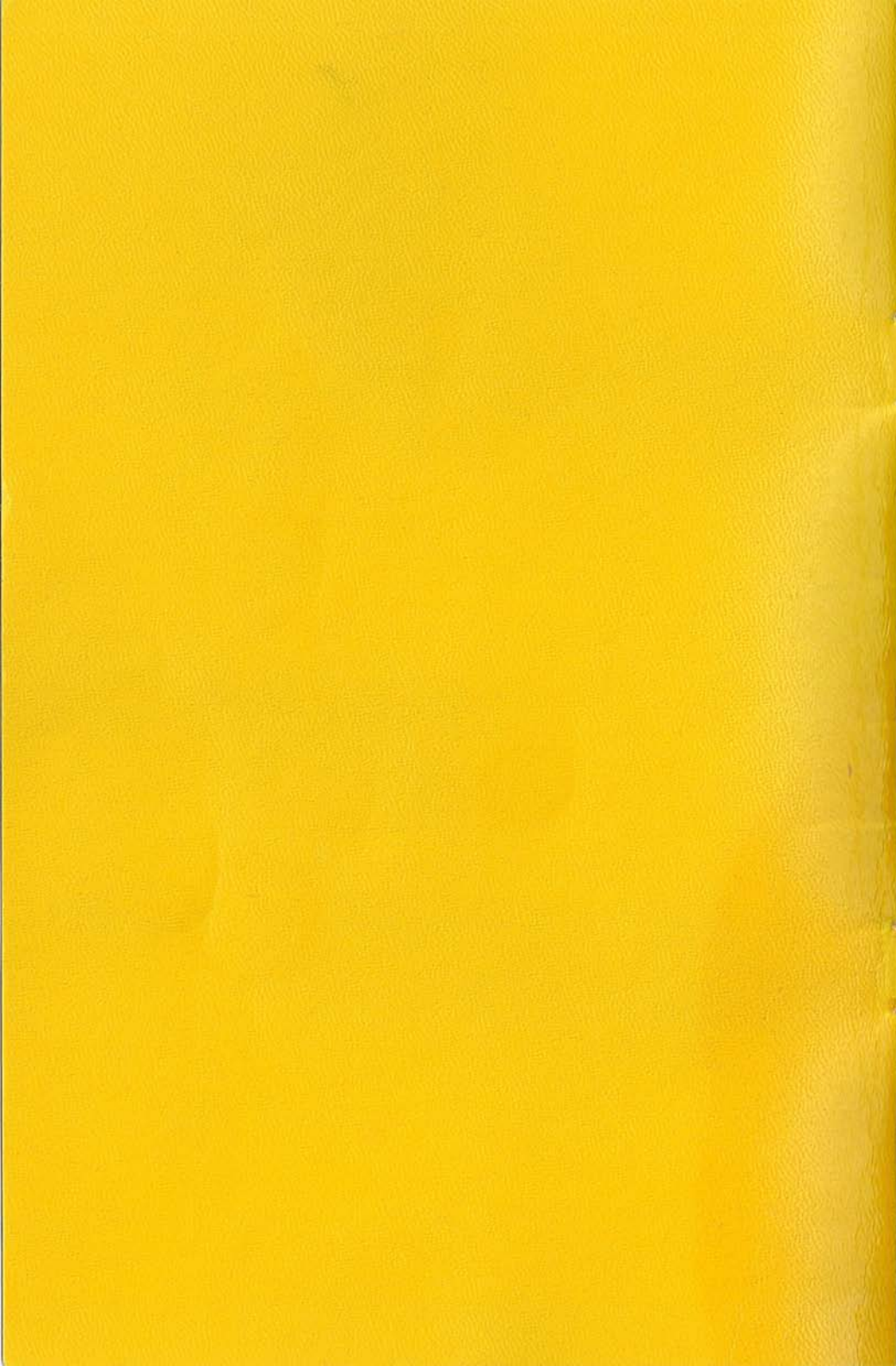


Silver Streak

**TRAVEL HOME
MAINTENANCE
MANUAL**

\$1.50



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FOREWORD

This manual has been prepared by Silver Streak Trailer Company to help all owners of our Travel Homes to understand the mechanics of their home, also how to use and operate the various systems.

Information in this Guide has been obtained from numerous sources. We have secured much of this information from suppliers of component parts. The balance of this Guide is information and recommended practices recorded by Silver Streak, which is a combination of proven experience in our plant; road tests by our demonstrators which are on the road full time; and, last but not least, we have incorporated many suggestions from customers in these instructions.

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EL MONTE, CALIFORNIA**

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PREPARING TRAILER FOR TRAVEL

All loose items should be packed or stored so they will not tip over or fall. Things have a tendency to move forward.

All doors and drawers should be closed tight.

Outside furniture to be loaded inside trailer should be packed to prevent damage to interior.

Be sure all lights and electric appliances are off to prevent discharging battery.

Close all windows.

Front and rear roof vent may be left partially open from one side. (Close tight while traveling in rain.) This serves two purposes. It maintains a small pressure inside trailer, which helps to eliminate dust as well as providing fresh air.

Be sure outside door is closed tight and locked with key.

Slide outside step securely under trailer.

Before disconnecting water line be sure water pressure tank is full. Valve between tank and system should be open. Cap water inlet after removing water line.

Disconnect electric supply cable from source and store in cable compartment. Be sure door is closed tight.

Disconnect and store sewer hose fittings and sewer outlet.

Close dump valve (to holding tank).

Remove wheel chock blocks (wedge shaped blocks).

Lower TV antenna and radio aerial as necessary.

Remove and store, or raise all stabilizing jacks.

PREPARING TOWING VEHICLE

Before towing your trailer, we recommend, that you have your towing vehicle prepared properly to handle the additional weight of the trailer. Your tow vehicle should be equipped with the necessary items to be able to travel in all weather conditions. All American made automobiles have a trailer towing package available, which includes several important items. The most important of these are oversize cooling system, with high temperature coolant, heavy duty suspension system and shock absorbers, heavy duty brakes, high output alternator and heavy duty tires.

(A recommended optional item for towing in extreme heat is a transmission cooler.) An equalizing type hitch is a necessity. Two rear view mirrors are required, they should extend far enough to see past the trailer. It is important to have the trailer hitch (sway bar if included) hitch ball, 7-way connection, and brake controller installed properly to avoid trouble. (Recommended height to top of hitch ball is 20 to 21 inches.)

Your dealer will help you obtain the proper tow equipment and see that it is installed properly.

Pack wheel bearings with grease periodically (same as front wheels on your towing vehicle).

Check Tires for proper air pressure, also visual inspection for any signs of excessive wear, damage or objects that will cause a flat tire.

RECOMMENDED TIRE PRESSURES

6.50 x 15	4-Ply	Trailer Tire	40 PSI
6.70 x 15	4-Ply	Trailer Tire	40 PSI
6.70 x 15	6-Ply	Trailer Tire	60 PSI
7.75 x 15	4-Ply	Trailer Tire	40 PSI
7.00 x 15	6-Ply	Trailer Tire	45 PSI
7.00 x 15	8-Ply	Trailer Tire	60 PSI
7.00 x 15	10-Ply	Trailer Tire	75 PSI

CONNECTING TRAILER TO TOWING VEHICLE

Connect trailer coupler to hitch ball and secure latch closed with bolt. (Keep hitch ball well greased, cover while not in use).

Connect Safety chains to hitch on towing vehicle.

Connect break away cable (from either electric switch or hydraulic cylinder) to towing vehicle.

After checking to see that contact points on 7-way connector on trailer and towing vehicle are clean and bright-plug connectors together (be sure cable is supported to prevent dragging on ground).

Place hitch bars in sockets of hitch and connect other end of bars to "A" frame of trailer, in such a position as to level towing vehicle with trailer.

Raise hitch jack to permit removal of caster, also raise high enough for road clearance.

As a precautionary measure, check running lights, stop lights, directional lights and brakes for operation before leaving on a trip. (Electric circuits depend on a good conductor continuity on both positive and negative legs of circuit. Trouble is usually found in poor connections or burnt out bulbs).

Check Wheel lug nuts after 50 miles and periodically thereafter.

BRAKES

Your trailer is equipped with electric brakes (hydraulic brakes are optional). In either case, the brakes operate simultaneously with your tow vehicle brakes, since they are connected directly to the tow vehicle braking system.

When connecting to your trailer each time, it is advisable to check to see that the trailer brakes are operating.

This can be done by pulling the unit forward, then applying the brake. There will be a noticeable click in the trailer brakes as they are actuated by the electric magnet.

PARKING TRAILER

To spot your trailer on a parking pad may require backing the unit in. This may look difficult; however, after a lesson or two and a little practice it will become easy.

While spotting trailer, check to see that spot is level from side to side, if not back low side (wheel) on to a wood block or blocks to desired level (we recommend carrying blocks for this purpose as well as for wheel chocks). This is much easier than trying

to level with jacks. After aligning trailer with pad and leveling side to side, then disconnect trailer. It is best to rest hitch jack post on a block as the caster will sink in ground if soft (caster is used mainly to spot trailer on hard surfaced areas). Now to level trailer end to end, simply raise or lower hitch jack until level. Trailer must be level for the absorption type (butane or propane) refrigerator to operate properly. If trailer is not equipped with a level on the hitch, use carpenter's level on floor of trailer. Now to stabilize trailer (keep from rocking on its springs), crank down the permanently attached jacks until there is equal tension on all four, or set a small telescoping type jack under four corners of trailer and adjust under jack pads till equal tension is applied to each, or until trailer is level. (Caution: Stabilizer jacks are intended for use to prevent sway and to level trailer while parked and not for lifting the trailer. For an over night stop you may choose not to use the jacks).

Now you are ready to connect trailer to utilities.

Remove electrical cable from cable compartment and connect to park supply. (You may need to carry 2 or 3 adapters to be able to plug into all parks).

Connect water hose to supply. Then connect pressure regulator to trailer water inlet before attaching hose to trailer. Regulator is set at 25 lbs., to protect water system.

Connect sewer hose to park drain. It is important that there is a gradual fall to the hose, with no low spots. A low spot will trap liquid in hose, and is possible to cause sewage to back up

into trailer temporarily until enough pressure is exerted on the trapped portion to permit flow and start siphoning action at this spot. You may find that a short piece of hose is advantageous when you are able to park close to the sewer drain. This will eliminate the necessity of having to pitch surplus hose to the drain.

TO CHANGE A FLAT TIRE

Single axle – lower front of trailer as much as possible. This will give additional space in rear to get jack under jack pad. If no jack is available, it is possible to securely block rear of trailer at jack pad then raise front with hitch jack.

Tanden axles – it is possible to use the aforementioned blocks to a good advantage here. On side of trailer with flat tire pull good wheel on top of one or two blocks. If this does not free the flat, the front of trailer can be raised or lowered as necessary. Pulling onto a block also allows a jack to go under trailer. If no spare is available, it is possible to tow a tandem on 3 wheels; however, speed should be greatly reduced.

ALUMINUM EXTERIOR OF TRAILER

All Silver Streak trailers are built much the same as a commercial airplane, and have the typical outside aluminum finish. All Silver Streak trailers manufactured prior to 1963 had a bright, or highly polished finish. All trailers since that date have had an anodized finish.

Care of bright aluminum finish — The bright finish is quite soft and easily scratched. The factory sprayed an acrylic coating on this finish to maintain the brilliance as well as to prevent scratching; however, it was not a permanent protection, and over a period of time would wear off. It would then become necessary to recoat the exterior, or as a second choice start protecting the finish with an aluminum polish-wax. If it becomes necessary to remove the acrylic coating, it can be removed with paint or varnish remover. We suggest the help of a professional person to do this job, since the remover is harmful to rubber and plastics, also care should be exercised to prevent scratching. After removal of coating, the finish should again be protected.

Care of anodized finish — The anodized finish is a very desirable finish, from the standpoint of appearance and upkeep. It is a very hard finish and requires very little care. Anodizing is a process performed by dipping the aluminum sheets or parts into a solution which is charged with electricity. This causes a very hard oxide to form on the surface. So this process cannot be applied after the trailer is built. To maintain the rich anodized finish, simply wash with a detergent soap. For tar or grease, remove with solvent. Polish or wax will help maintain the rich satin finish, also make it easier to clean.

ROOF

When necessary to work on the roof of your trailer, it is advisable to place a piece of plywood on roof first.

The piece of plywood should be large enough to distribute the worker's weight from rib to rib, thus preventing damage to the roof.

INTERIOR CEILING, WALLS, CABINETS AND FLOOR

All Silver Streak trailer ceilings are paneled with aluminum panels which have either been riveted or lock formed together and installed in large sections. Earlier models ceilings were finished with a very durable hammertone paint, which was replaced with a more attractive zolatone paint in the mid fifties. This paint was used until 1969 when a vinyl-clad aluminum ceiling was introduced.

WALLS

Silver Streak walls have always been paneled with aluminum except the "Deluxe Line" which has been paneled with natural hardwoods since 1961. All walls that had previously been paneled with painted aluminum were also replaced with vinyl-clad aluminum in 1969.

CABINETS

Earlier models had all aluminum cabinet work, with hardwood doors and drawer fronts. Due to popular demand we changed to 100% hardwood cabinets in 1961.

FLOOR COVERING

Floors have been covered with linoleum, vinyl asbestos, and vinyl floor coverings until 1968, when carpeting was offered as an option.

TO MAINTAIN ORIGINAL BEAUTY OF THE INTERIOR

All paint finishes can be washed with a mild soap or detergent and, if so desired, it can be protected with household wax.

Hardwood Paneling — Suppliers of pre-finished hardwood paneling recommend that it be cared for much the same as that of your fine furniture, and that it be polished occasionally with a good quality wax.

All Floor Covering should be cleaned and protected the same as in your home.

EXTERIOR ELECTRICAL SYSTEM

12V electric brakes and all exterior lighting required for travel are wired direct to the towing vehicle battery. Code for the 7-way tow vehicle to trailer connector can be found on back side of battery box cover. For convenience, we repeat the wiring code for the Signal Stat connector, that was put in use starting with 1968 models.

SIGNAL STAT WIRE CODE

-GREEN	CLEARANCE LITE
-BLACK	BACK UP LITE
-BLUE	BRAKE
-WHITE	GROUND
-RED	LEFT SIGNAL
-BROWN	RIGHT SIGNAL
-YELLOW	CHARGING LINE

INTERIOR ELECTRICAL SYSTEM NON SELF-CONTAINED

With the exception of one or two 12 Volt dome lights, all lights, convenience outlets, fans and appliances are 110V and only work when connected to a 110 Volt outside source. Connection is made with either an extension cord or a permanently affixed cable. Electric power is distributed through a circuit breaker panel to light and C.O. circuits.

INTERIOR ELECTRICAL SYSTEM SELF-CONTAINED

110 Volt system (with converter transformer, rectifier, charger unit).

Trailer has 110 Volt power supply cable permanently affixed to trailer which connects to circuit breaker panel and in turn energizes one or two C.O. circuits; one for an optional air conditioner circuit and one for a converter. The converter furnishes 12V power (either from outside 110V source or 12V trailer battery with automatic switch over) to all 12 Volt lighting, 12 Volt fans, 12 Volt compressor, 12 Volt outlets, optional 12 Volt recirculating toilet and 12 Volt stereo tape player. The converter also keeps the battery charged when connected to 110V outside source. Trailer battery charge is also maintained from tow vehicle while towing trailer. Polarity Light – This is a small low resistance blub located on top of the 110 Volt breaker panel. Its purpose is to indicate when the 110 Volt cable is plugged in correctly. The supply cable has three prongs for 3 conductors leading into the trailer. They are black (hot), white (neutral), and green (ground). This color code is followed throughout trailer. When trailer park is provided with matching connector and code, trailer is automatically connected properly. When connecting to a two prong service, it becomes necessary to use an adapter. When making the two prong connection and polarity light comes on, indicating a wrong polarity, this can be corrected simply by turning plug over to correct polarity and also eliminate possibility of receiving shock from body of trailer when using electrical adapter. For 2 prong service, it is recommended that a third ground wire be connected to a water pipe or other positive ground.

L.P.G. (LIQUID PETROLEUM GAS) SYSTEM

Silver Streak L.P.G. systems are piped with black steel pipe. This is a more durable method than the alternate use of copper tubing. The black pipe assembly is securely fastened to the bottom of trailer. Pipe passes through the floor at each appliance, and connection to each appliance is made with 3/8" copper tubing. L.P.G. supply tanks are mounted on trailer hitch and supply gas to the system, through an approved flexible hose. Mounted on tank assembly is a regulator to maintain correct pressure in system, it also has a valve arrangement which allows either tank to be removed for filling while using the other.

Extreme caution should be used before turning gas on at the supply tanks. Be sure all appliance valves are closed. If the trailer has been in transit, check all fuel line connections and appliance valves before and after opening supply tank valves. A good practice is to check fuel line connections with soapy water. Never use a match.

WATER SYSTEM AND STORAGE

Water is supplied to all plumbing fixtures by copper tubing. The cold and hot water lines parallel the perimeter of the trailer. A 3/4" swivel hose connection supplies city water to the cold line. The hot water heater is connected to the cold line, which then supplies hot water to the hot line. To this point the system is strictly a city pressure system. Then to make it a self-contained system there is a water tank, pressurized by an automatically controlled compressor connected to the cold line.

There is a valve in the line which can be opened to pressurize the system, or closed to isolate the tank. The water tank has a filler pipe extending to exterior. The water tank can also be filled while connected to city pressure by opening the water tank valve, with cap on tank fill pipe. This pressurizes as well as fills the tank. Now system has two optional water supplies. All water systems, are protected by two pressure relief valves, one on main system, at city inlet or on water heater and one on water tank. All systems have a check valve at city inlet to retain water in system when removing hose from city inlet. To drain water system, open valves located in low point of hot and cold lines (in closet or under bed). Next open valves at all fixtures and loosen cap on water tank to break vacuum in tank and lines. To assure complete drainage for storage in cold climates, raise and lower front of trailer with hitch jack and drain all water that is possible in each position.

CAUTION: Butane and electric hot water heaters may be damaged if heater is turned on before heater is filled with water.

DRAINAGE SYSTEM

The drainage system is quite similar to house type plumbing with the exception that pipe and fittings are made of A.B.S. plastic (prior to 1958, typical steel pipe was used). All fixtures are vented through roof to assure proper drainage. Fixtures are trapped to seal off sewer gas. Now to make this a self-contained drainage system, a holding tank is added. To get fullest advantage of holding tank a by-pass system is used. The toilet is the only fixture that discharges into tank. The tub or shower, the sink, and lavatory when used by-pass the holding tank.

To use system while connected to sewer, place wafer valve (dump valve) in open position. With trailer level and drain hose connected with no traps (sags) and proper pitch to sewer, system will drain properly.

To use holding tank for traveling or in a dry camp, close wafer valve. This retains discharge from toilet in tank. Conserving water to flush toilet will extend length of time before tank requires dumping. While traveling cap must be on sewer outlet. If water is run in sink or lavatory while drainage cap is on, it will cause drainage back-up into tub or shower. Depending on parking place, with holding tank in use, water from sink and lavatory may be either run into a container or through drain hose into gopher hole.

If necessary, chemicals are available for holding tanks.

Important: Dump holding tank in approved dump stations only.

VENTILATION AND CONDENSATION

When windows and window frames in your travel home show signs of sweating, fogging or frosting there is only one answer: Too much moisture in the air inside your travel home.

Our window manufacturer prints a valuable pamphlet which goes into detail about condensation and relative humidity, however, in conclusion they recommend:

1. Don't maintain excessive temperatures within your travel home. 72 to 75 degrees is very comfortable.
2. Regularly bring in a reasonable amount of dry outside air by controlling the fresh air intake of your furnace. This is automatically controlled by all sealed combustion furnaces which has been a State of California Division of Housing requirement since 1965.
3. Use exhaust fans and ventilators when cooking, bathing, washing, etc.
4. Always mix hot and cold water, as they come from the faucet.
5. Assure proper ventilation by use of windows and ceiling ventilators.

SAFETY EQUIPMENT AND TIPS

Always carry a fire extinguisher.

Carry a set of approved flares or reflectors (these are required).

Rear view mirrors on tow vehicle (a mirror is required on each side and extended to permit view to rear of trailer).

Be sure brakes are operating properly.

Always connect safety chains.

Spare fuses for tow vehicle.

Jack with capacity to lift fully loaded travel home.

Trouble light.

Grease wheel bearings every 5,000 miles.

Grease hitch ball and friction points of hitch bars.

Grease post of hitch jack occasionally.

To assure ease of dump valve operation, grease valve shaft occasionally.

Lubricate Zerk fittings on spring shackels (older models) every 6 months or 2,000 miles.

RIGID STANDARDS CODE

All Silver Streak trailers are built according to State of California Administrative Code Title 8, Part 2, Chapter 2, Article 2.1 and American Standard A119.2.

The California and A.S.A. Insignias on your trailer signify that it has been built to a rigid code governing all plumbing, heat producing and electrical equipment.

The Division of Building and Housing Standards administer the California Code. They approve all plans before a trailer can be built, they also inspect all factories frequently as an enforcement measure.

We also maintain an inspection department to control quality in all phases of construction.

APPLIANCES, FIXTURES AND SYSTEMS

All materials used in the manufacture of Silver Streak Travel Homes are selected as the best available. Each item is installed according to either, manufacturers specifications, State of California Division of Housing Code, or accepted and approved electrical, plumbing and mechanical practice.

Each travel home is subjected to a rigid inspection and testing procedure, to insure that all systems are functioning properly upon completion of unit.

Most appliance and fixture manufacturers furnish instruction sheets and warranty cards. Silver Streak then puts all these together in a large envelope and packs that in a box along with other loose parts that are a part of the travel home.

In the event of a damaged or mal-functioning appliance or fixture we recommend that you report it to your dealer. In most cases he can correct your problem. If the problem cannot be corrected by your dealer, we suggest that it be reported to the manufacturer of the item. Your dealer will help contact the closest service representative.

WARRANTY AND REPAIR WORK

January 1, 1964, Silver Streak Trailer Company introduced a Lifetime Guarantee on all Silver Streak Travel Homes. This guarantee is good only to the original owner. Included in the guarantee is all workmanship and material assembled by Silver Streak. Items such as tires, undercarriage, and all appliances are covered by separate guarantees by the individual manufacturer of the item requiring attention. Your dealer will help locate a service center in your area.

Silver Streak has a separate Service and Repair Division at the factory, which is equipped to do all repairs including major jobs. We also maintain a courtesy parking area complete with electric, water, and sewer hook-ups. This service is made available to customers awaiting service and repair appointments, and is also made available to factory pick-up customers.

INSURANCE

Insurance is important to you as a travel trailer owner.

Insurance companies have decreased the problems of the trailer owner, and he will not find it difficult to insure his trailer so that he is adequately protected when it is (1) parked or (2) on the road. A good rule is for the owner to always check with his automobile insurance agent to cover any trip he is planning.

SILVER STREAK TRAILER COMPANY welcomes you to the happy family of Silver Streak owners. You have the finest travel home built, and you will derive much living and traveling enjoyment from it.

If we can be of assistance concerning your travel home, please contact us if your dealer should not be able to help you.

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Silver Streak

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