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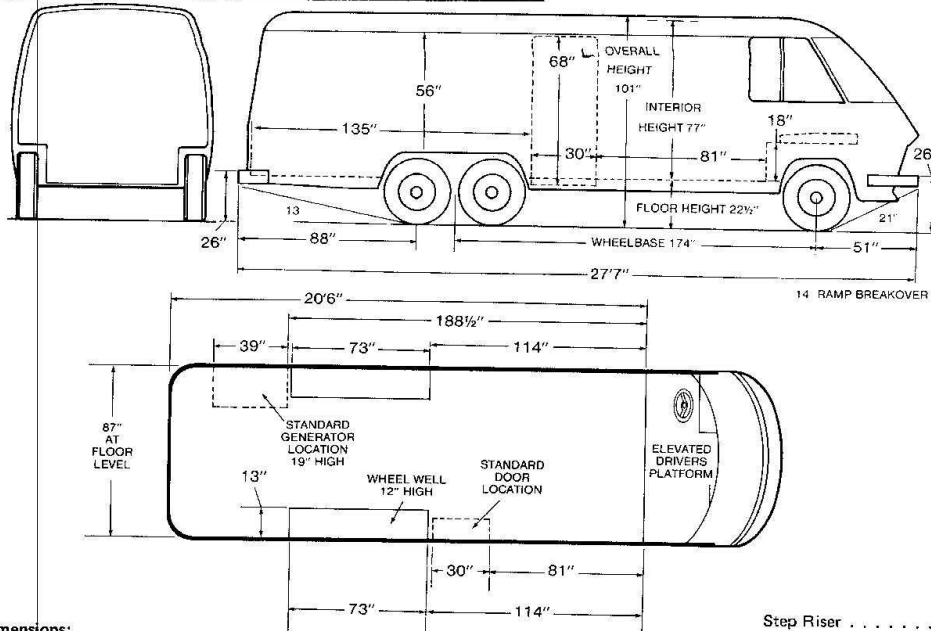


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GENERAL INFORMATION



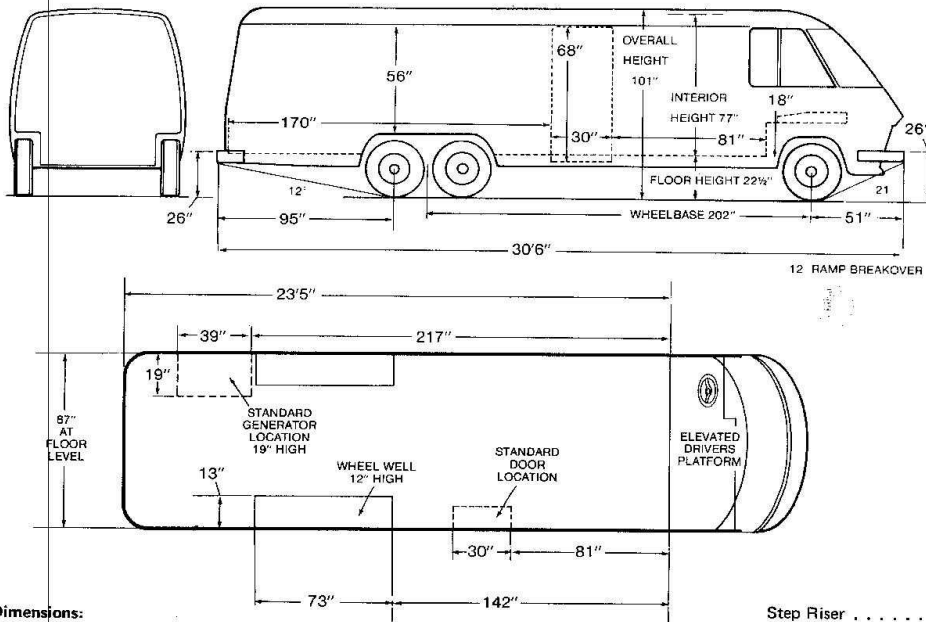
Dimensions:

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

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

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

Figure 1 – 27-ft. Motorhome



Dimensions:

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

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

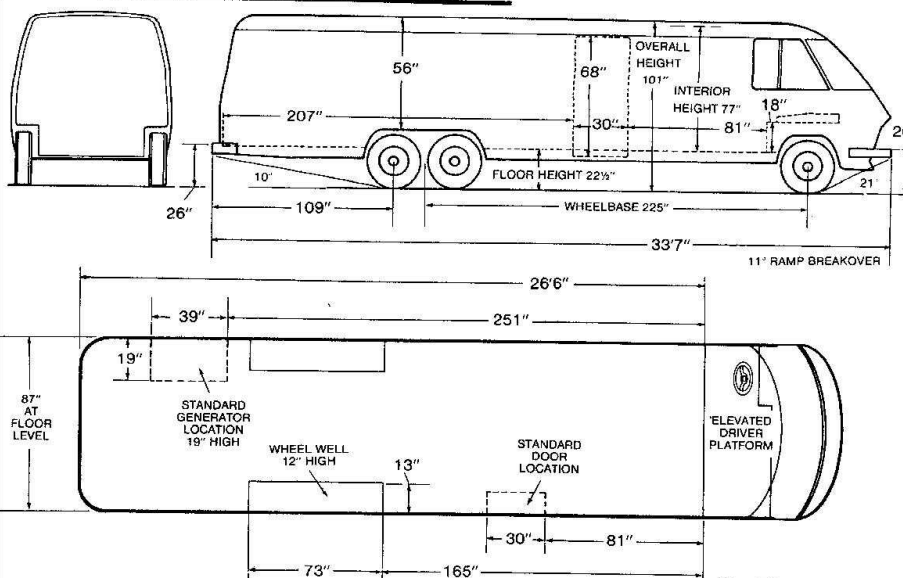
Step Riser	10"
Wheel Base	202"
Turning Radius	38'
RMC Vehicle Curb Weight	8000 lbs.*
Motorhome Vehicle Curb Weight	11,900 lbs.
Gross Vehicle Weight Rating	14,500 lbs.

Figure 2 – 30-ft. Motorhome

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



GENERAL INFORMATION (Continued)



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

Figure 3 - 33-ft. Motorhome

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

REVCON SPECIFICATIONS

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



GENERAL INFORMATION (Continued)

SUSPENSION SYSTEM: *Rear Suspension: Free rolling tandem axles. Walking Beam with Hendrickson suspension and heavy-duty shocks.*

STEERING: Heavy-duty integral power-assisted steering gear, through a bellcrank and idler arm via tie rods, to wheel ends. Tilt wheel on column.

ENGINE: GM Chevrolet V8 454 cu. in. displacement, emissions certified for heavy-duty use in California and EPA.

Horsepower—215 @ 3,400 rpm
Torque — 332 ft. lbs. @ 3,400 rpm.

DIESEL ENGINE: Isuzu 6 cylinder turbocharged 353 cu. in. displacement.
Horsepower—160 @ 3200 rpm
Torque — 289 ft. lbs. @ 2000 rpm.

TRANSMISSION: 3-speed turbo hydramatic with transmission oil cooler.
Ratios:
1st gear 2.48 to 1
2nd gear 1.48 to 1
3rd gear 1.0 to 1
Reverse 2.08 to 1

TRANSFER CASE: Morse Borg-Warner (Chevrolet with 1:1.11 ratio) Diesel 1:1 ratio.

FINAL DRIVE: Dana Model 70 axle with 3.73:1 ratio. With engine and transmission in high gear, final ratio is 3.35 (Chevrolet); 3.73 (Diesel).

Note:

FUEL TANK: 63 U.S. gallons capacity. Certified to CA Air Resources Board of Emissions Compliance.

RADIATOR: Heavy-duty cross flow, with integral engine and transmission intercoolers.

ELECTRICAL SYSTEM: 12-volt negative ground systems.
Wiring: Heavy-duty all wiring is modern vinyl-insulated stranded copper, run in loom or as cable to prevent chafing. Combination circuit breaker system and fuse system.

BATTERY: 500 cold cranking Amps maintenance free.

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

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

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

BODY SPECIFICATIONS:

Body Shell — Monocoque riveted aircraft aluminum structure.

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

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

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

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

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

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

Windshield Washers — Electric operated, with reserve reservoir.

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

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

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

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

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



IMPORTANT INFORMATION ON VEHICLE LOADING

Overloading

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

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

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

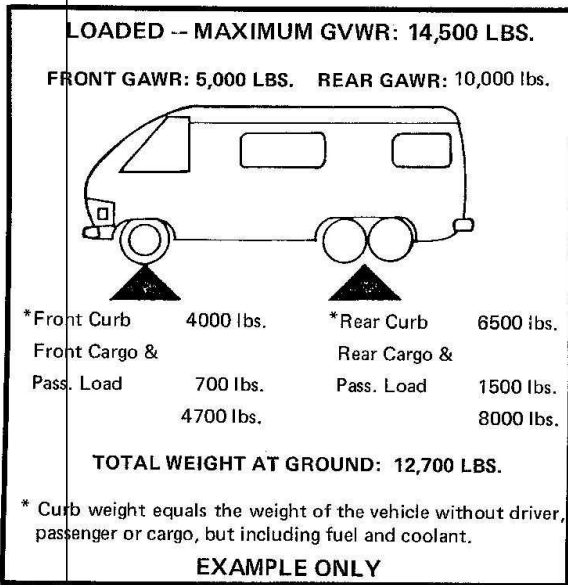


Figure 4 – Vehicle Weight Illustration

Maximum Front And Rear Axle Weights

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

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

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

Effect on Warranty

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

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

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

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

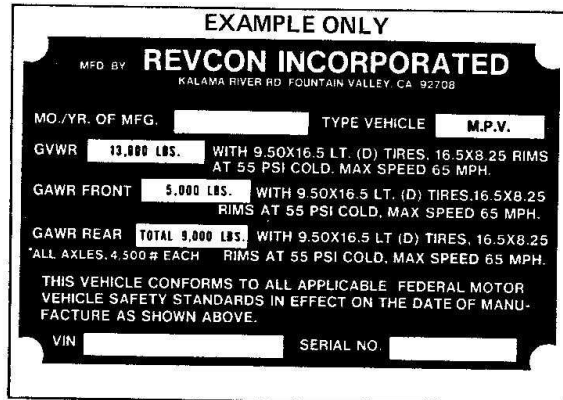


Figure 5 – Vehicle Identification Plate

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

Tires

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

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



BEFORE DRIVING YOUR REVCON

DRIVER DAILY CHECKLIST

Before Entering Vehicle

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

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

Before Driving Off

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

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

Guard Against Theft

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

KEYS

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

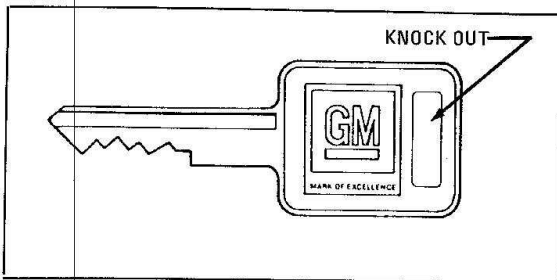


Figure 6 — REVCON keys

For Vehicle Security:

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

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

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

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

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

OUTSIDE REARVIEW MIRROR

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

CONVEX MIRROR

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

TRAILER TOWING

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

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

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

TIRES

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

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



TRAILER TOWING (Continued)

MAINTENANCE

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

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

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

BREAK-IN SCHEDULE

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

TRAILER TOWING CAUTIONS

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

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

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

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

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

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

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

Don't tow trailers in excess of 2000 pounds.

ENGINE EXHAUST GAS CAUTION (CARBON MONOXIDE)

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

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

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

Each time the vehicle is raised for oil change.

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

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

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

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

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



TRAILER TOWING (Continued)

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

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

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

OPERATION OF YOUR REVCON IN FOREIGN COUNTRIES.

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

STARTING AND OPERATING

NEW VEHICLE "BREAK-IN" PERIOD

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

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

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

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

GUARD AGAINST THEFT

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

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

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

IGNITION SWITCH

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

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

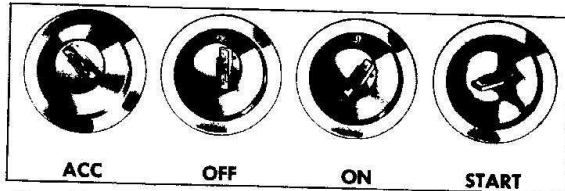


Figure 7 — Ignition Switch Positions

PARKING

When leaving your REVCON unattended:

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

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

TURN SIGNAL LEVER

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

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

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

STARTING THE ENGINE

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



STARTING THE ENGINE (Continued)

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

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

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

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

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

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

- **Warm engine** - Do not press down the accelerator pedal. With your foot off the pedal, crank the engine by turning the ignition key to "START." If crank time exceeds three seconds, press down the accelerator pedal to 1/3 of its travel while cranking. Release key when engine starts.
- **Very cold weather (below 0°C) or after vehicle has been standing idle several days** - Before cranking the engine, fully depress and release the accelerator pedal one or two times more than for the "Cold engine" start. Then, with your foot off the accelerator pedal, crank the engine by turning the key to "START." Release key when engine starts.

IF ENGINE FAILS TO START

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

AUTOMATIC TRANSMISSIONS

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

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

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

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

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

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