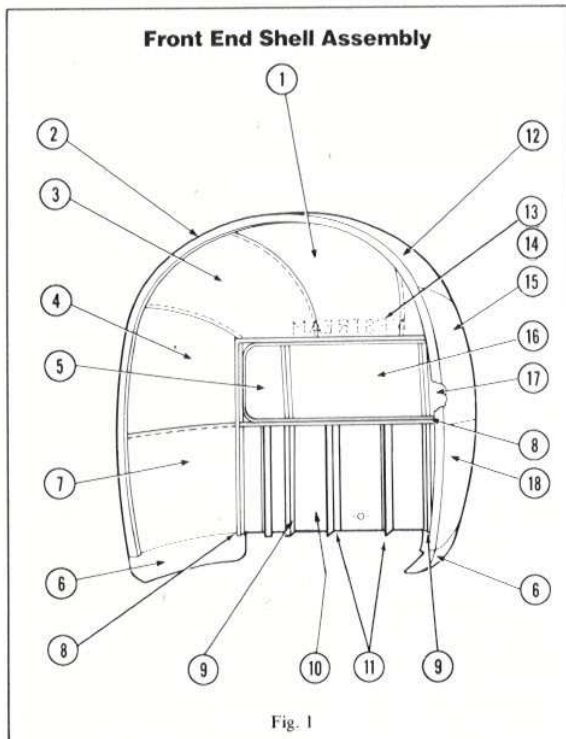


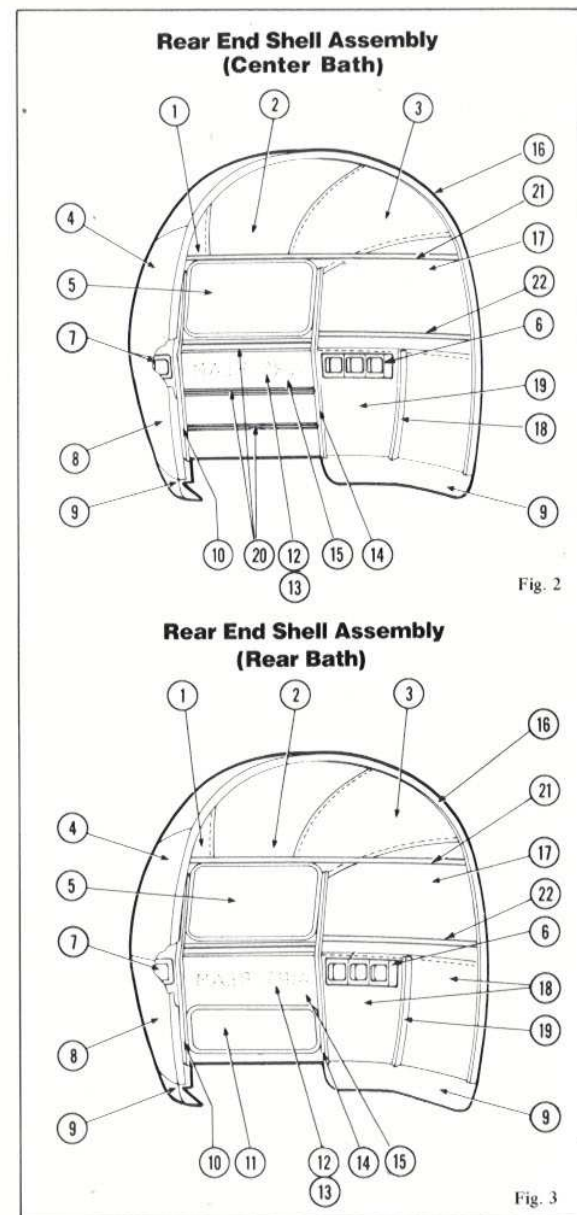
Shell

END SHELLS	
Front Assembly	3-2
Rear Assembly	3-2
Segment Removal and Replacement	3-3
Banana Wrap Replacement	3-4
CEILING LIGHT & ROOF VENT FRAME	
REMOVAL & REPLACEMENT	3-4
REPLACEMENT SHEET METAL SECTIONS	3-5
SIDE AND ROOF PANEL REMOVAL AND REPLACEMENT	3-6
UNDERBELLY REMOVAL AND REPLACEMENT	
Flat Section	3-6
Curved Section	3-6
RIB SPLICE AND HORIZONTAL STRINGER	3-7
RAIN LEAKS	3-7
VENTS	3-7
Vent Termination Removal and Replacement	3-7
RANGE EXHAUST VENT REMOVAL & REPLACEMENT	3-7
WINDOWS	
Front Assembly	3-8
Rear and Side Curved	3-9
Wing, Fixed, Vista View and Main Door	3-10
OPENING WINDOWS	
Glass and Sash Replacement	3-11
Lifting Arm Replacement	3-11
Lock Replacement	3-11
Screen Replacement	3-11
Frame Removal and Installation	3-11
FIXED WINDOW REMOVAL AND REPLACEMENT	3-11
WING WINDOW REMOVAL AND REPLACEMENT	3-12
DOORS	
Trunk Assembly	3-12
Rear and Side Access Door Assembly	3-13
Refrigerator Access Door Assembly	3-13
Main and Screen Assembly	3-14
Main Removal, Replacement and Adjustment	3-14
Lock and Lock Cylinders Replacement	3-15
Main Door Lock	3-15
Lock Handle Replacement	3-15
Screen Door Adjustment	3-15
Plastic Screen Insert Removal and Replacement	3-16
Main Door Jamb Removal and Replacement	3-16
Screen Latch Removal and Replacement	3-16
Assist Handle Removal and Replacement	3-16
UNIVOLT COMPARTMENT ASSEMBLY	3-16
BATTERY COMPARTMENT ASSEMBLY	3-17
Door Removal	3-17
Lock Removal	3-17
Frame and Compartment Removal	3-17
OLYMPIC RIVET INSTALLATION	3-18
Drilling Holes	3-18
Removal of Olympic Rivets	3-19
WEDGE LOCKS	3-19
EXTERIOR MAINTENANCE	3-20
Plasticcoat Removal and Application	3-20
AIRSTREAM LETTER INSTALLATION	3-21
EMBLEM, SERIAL NUMBER AND NAMEPLATE	
REMOVAL AND REPLACEMENT	3-21
LIGHTS AND REFLECTOR REMOVAL AND REPLACEMENT	
Tail Light Bezel	3-22
Clearance Side Marker, Front and Rear Identification	3-22
Side Marker Reflector	3-23
LICENSE PLATE & LIGHT REMOVAL & REPLACEMENT	3-22
TRIM REMOVAL AND REPLACEMENT	
Wheel Well	3-23
Belt Line and Rub Rail	3-23
EXTERIOR TRIM AND NAMEPLATES	3-23
FRONT AND REAR END LINER	3-24
END LINER REMOVAL AND REPLACEMENT	
Front	3-25
Rear	3-25
CLOSE OUT & WINDOW SHADES REMOVAL & REPLACEMENT	
Galley	3-27
Wing Window	3-27
Vista View	3-27
Fixed Window Interior Trim Removal	3-27
MULTI-DOME REMOVAL AND INSTALLATION	
Assembly	3-28
Rear Bath	3-28
Center Bath	3-29
INTERIOR SKIN REMOVAL AND REPLACEMENT	3-29
REFRIGERATOR VENT SCOOP REMOVAL & REPLACEMENT	
(Rear and Center Bath)	3-29
EXTRUSION — SHELL	3-30



Front End Shell Assembly

No.	Part No.	Description
1	101136	Skin, end segment - front no. 10
2	100031	Rib, front shell
3	101141	Skin, end segment - front no. 21
4	101137	Skin, end segment - front no. 11
5	371141	Window, corner, front left assembly (C.S., double pane)
	370026	Window, corner, front left assembly (C.S., single pane)
6	101309	Underbelly wrap - front no. 16 (C.S.) 15 (R.S.)
7	101139	Skin, end segment - front no. 13
8	101317	Front, window frame
9	101314	Brace, vertical front
10	101386	Skin, front lower 31" x 45 1/4" x .050
11	101314	Vertical brace, front
12	101142	Skin, end segment - front no. 22
13	385260	"AIRSTREAM" letters - Excella
	385069	"AIRSTREAM" letters - Airstream
14	350002	Palnut ('Airstream' letters)
15	101138	Skin, end segment - front no. 12
16	371146	Front window, double pane
	370025	Front window, single pane
17	371142	Window, corner, front right assembly (R.S., double pane)
	370027	Window, corner, front right assembly (R.S., single pane)
18	101140	Skin, end segment - front no. 14



Rear End Shell Assembly

No.	Part No.	Description
1 ✓	101149	Segment - no. 20
2	101143	Segment - no. 1
3	101148	Segment - no. 19
4 ✓	101145	Segment - no. 3
5	371147	Rear window assembly, double pane
	371186	Rear window assembly, single pane
6	101201	Taillight assembly, roadside (Excella, Calif.)
	500256	Taillight assembly, roadside (Excella, Ohio)
	500500	Taillight assembly, roadside (Airstream)
7	101200	Taillight assembly, curbside (Excella, Calif.)
	500255	Taillight assembly, curbside (Excella, Ohio)
	500500	Taillight assembly, curbside (Airstream)
8 ✓	101146	Segment - no. 4
9	101307	Rear underbelly wrap (no. 6 C.S., no. 7 R.S.)
10	101311	Brace, vertical left
11	100681	Rear service door assembly (Ohio)(Rear Bath, all)
	922071	Rear service door assembly (Calif.) (Rear Bath, Excella)
	922186	Rear access door assembly (Calif.)(Center Bath, Excella)
	100620	Rear access door assembly (Ohio)(Center Bath, Excella)
12	385260	"AIRSTREAM" letters - Excella
	385069	"AIRSTREAM" letters - Airstream
13	350002	Palnut (Airstream letters)
14	101310	Brace, vertical right
15	101384	Skin, rear, lower .032"x37½"x45¼"
16	100031	Main bow
17	101144	Segment - no. 2
18	101147	Segment - no. 5
19	101315	Vertical brace
20	100034	"Z" bar (horizontal frame member)
21	101162	Rib, horizontal upper
22	101161	Rib, horizontal lower

End Shell Segment Replacement

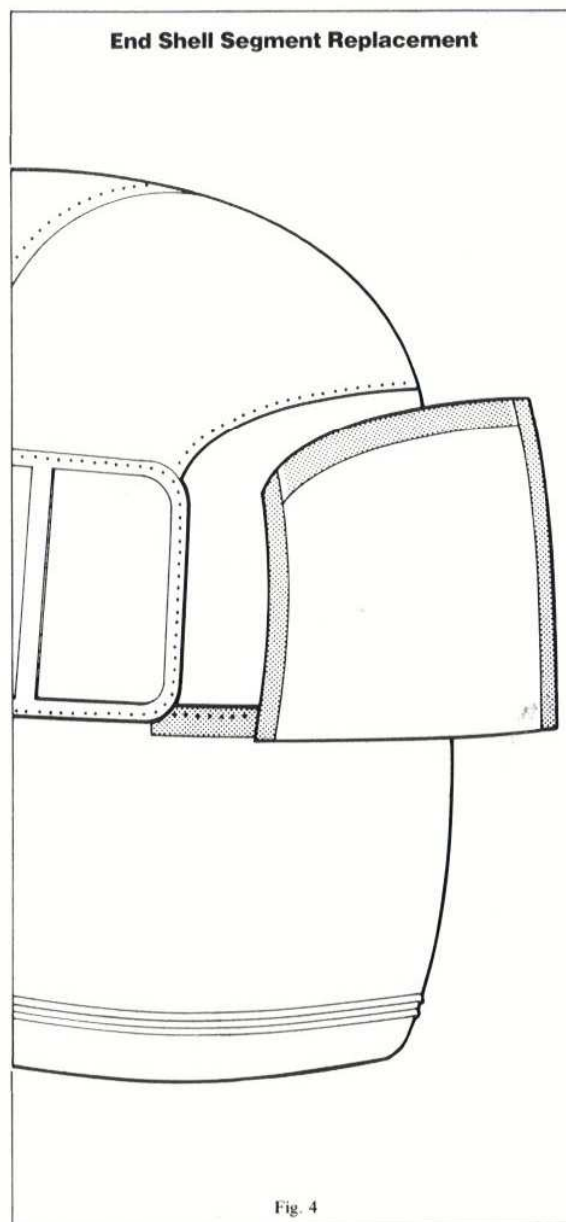


Fig. 4

End Shell Segment Removal and Replacement

1. Using a No. 30 drill (aircraft type 135° split point), remove the rivets from all the seam lines of the damaged segment. (See side and roof panel removal step No. 1, regarding rivet removal).
2. After all rivets have been removed from the damaged segment, it may be necessary to use a putty knife to loosen the seams, due to caulking which is applied at the time of manufacture. This is also necessary at window areas and at seams, where curved segments and side and roof sheets meet. (Be careful not to scratch or damage surrounding segments or panels when prying loose)
3. After all seams are loose, segment can now be removed.
4. After damaged segment is removed from trailer, it will be necessary to use it as a pattern for cut-out or trim areas.
5. If segment is dented, use a hammer to partially straighten. Tape all edges with masking tape to keep damaged segment from scratching new segment when using it as a pattern.
6. Place new segment on a flat surface with the stamped number on exterior facing you.
7. Overlay the damaged panel on the new segment, being very careful not to scratch or damage new segment. Make sure damaged segment is in correct position, with top and bottom corresponding with new segment. Once correct position is obtained, use a grease pencil to mark the ends and cut out areas.
8. After segment is marked, trim new segment, where marked, with a pair of metal snips.
9. Segment is now ready for lay-up (see Fig. No. 4). Before laying-up, apply a strip of furnace tape to top edge of new segment. Also place a strip of tape on the top edge of remaining lower segment which the new segment will overlay. This is to prevent scratching.
10. Place segment in position and fit top corner under sheet which will overlay new segment. Very carefully slide new segment under roof or side sheets . . . depending on area in which you are installing.
11. After panel is started under roof or side sheets, work bottom end under window seam or front parts, depending on which segment is being replaced. Once segment is started at both ends and at top, it can now be fitted into proper position.
12. Once segment is fitted to proper position it can be drilled to be held in place with wedge-lock fasteners. Start in middle of top of new segment, use a No. 30 bit and very carefully drill through every fourth existing hole. Use a sharp drill and allow drill to feed itself through the

metal without force. As soon as drill is through new segment, remove and install a wedge-lock (See p. 3-19). Be sure that seams are tight and no gaps are occurring.

13. At lower edge, lay out new holes 1 3/8" on centers with 3/8" edge distance on new segment. These holes should be spaced at least 1/2" from old holes in remaining segments. Starting from middle, drill every fourth hole with No. 30 drill bit and install wedge-lock as in step 12.
14. Fit a piece of seam tape under roof or side sheet to make a waterproof seal on the rib seam. As soon as tape is in place, drill and hold with wedge-lock as in step 12.
15. Should opposite end fit under the window frame, use window seam tape to make the waterproof seal in this area. Install and hold with wedge-locks as in step 12.
16. When all wedge-locks are in place on all four sides, use a No. 21 drill and drill all remaining holes.
17. As soon as all holes are drilled, remove top wedge-locks and clean out drill shavings. Caulk a long segment in line with drill holes using Vulkem seal and replace wedge-locks. Repeat for bottom. Do not use an excessive amount of sealant.
18. Install Olympic rivets in all holes where there are no wedge-locks. Start from middle and work to edges.
19. As soon as rivets are in place, remove wedge-locks and redrill these holes using a No. 21 drill. Rivet with Olympic rivets.
20. When all rivets are in place, use a sharp knife to trim and remove excess tape and sealer from the edge of the seams.
21. When excess tape is removed, panel is to be plastic coated. (See p. 3-20)

*Note: For front and rear center segments, apply furnace tape to adjacent remaining segments only.

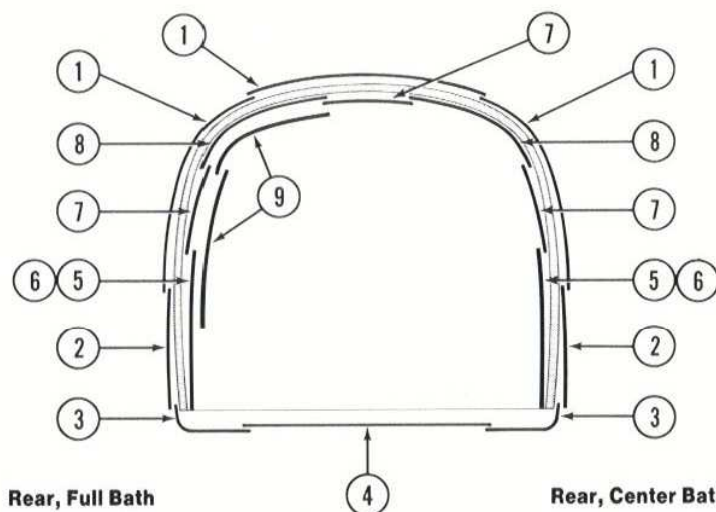
Banana Wrap Replacement

1. Remove rub rail by drilling out pop rivets using a No. 30 drill.
2. Drill out rivets securing lower edge of corner wrap to floor channel.
3. Drill out pop rivets securing banana wrap to floor channel (concealed behind corner wrap).
4. Drill out rivets attaching banana wrap to underbelly.
5. Use the old banana wrap as a pattern, and cut out the new banana wrap.
6. Apply sealant between corner wrap and banana wrap prior to installation.
7. Install new banana wrap securely with XA4167 pop rivets.
8. Reinstall rub rail using pop rivets and seal top edge only

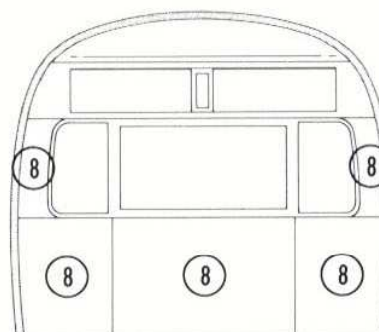
Ceiling Light & Roof Vent Frame Removal and Replacement

1. Remove ceiling light from interior if so equipped (See p. 8-20).
2. Remove fan and disconnect wire if so equipped (See p. 8-19).
3. Drill and pop rivets securing ceiling skin to vent frame flange.
4. Drill out hard rivets securing vent flange to roof.
5. Remove vent frame by lifting from roof.
6. Reverse above procedures for reinstallation, using caulking liberally under and around roof flange.

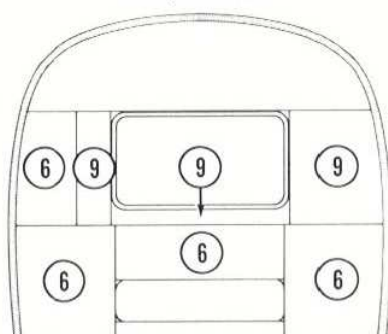
Constant Section



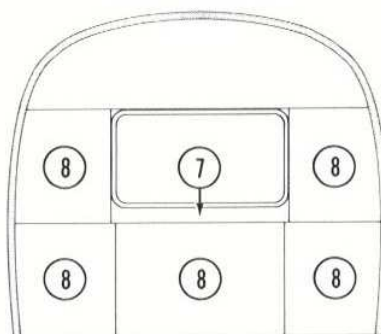
Front



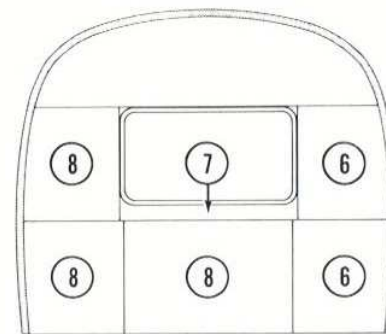
Rear, Full Bath



Rear, Center Bath



Rear, Shower Bath



No. Part No. Description

1	101387-02	Aluminum .032"x56½"x156¼" (23')
	101387-01	Aluminum .032"x56½"x180¼" (25'T&D)
	101673	Aluminum .032"x56½"x216¼" (28'T&D)
	101384	Aluminum .032"x56½"x252¼" (all 31')
2	101397-06	Aluminum .040"x30½"x156¼" (23')
	101397-07	Aluminum .040"x30½"x180¼" (25'T&D)
	101674	Aluminum .040"x30½"x216¼" (28'T&D)
	101382	Aluminum .040"x30½"x252¼" (all 31')

3	101131-03	Aluminum .024"x21¼"x160" (23')
	101131-04	Aluminum .024"x21¼"x185" (25'T&D)
	101131-01	Aluminum .024"x21¼"xCoil (28'T&D)
	101131-02	Aluminum .024"x21¼"x258" (all 31')
4	100075-03	Aluminum .019"x61½"x131½" (23')
	100075-04	Aluminum .019"x61½"x155¼" (25'T&D)
	100075-01	Aluminum .019"x61½"xCoil (28'T&D)
	100075-02	Aluminum .019"x61½"x249½" (all 31')

5	101488	Aluminum vinyl clad (Santa Fe) .032"x41½"xCoil
6	101704	Aluminum painted metal (White) .032"x41½"xCoil
7	101486	Aluminum vinyl clad (Santa Fe) .032"x41½"xCoil
8	101487	Aluminum vinyl clad (Santa Fe) .032"x37½"xCoil
9	101836	Aluminum vinyl clad (Rainflower) .032"x35"xCoil
	100851	Aluminum vinyl clad (KOA) .032"x34¼"xCoil

Side and Roof Panel Removal and Replacement

1. Determine seam line of damaged area to be replaced. Using a No. 30 drill (aircraft type split point 135°), remove the rivets from the damaged section. Start the drill in the center of the rivet head (to start bit, do one turn by hand) and as soon as the head is drilled off, continue to drill until the shank of the rivet drops from the hole. Start in the center of the damaged area. All vents, windows, trunk doors, etc. must be disconnected from inside skin by drilling out pop rivets in interior. Remove these components completely before removing exterior panel and save them for installation into new panel.
2. After all rivets have been removed from the damaged panel it is now ready for removal. It may be necessary to use a putty knife to pry panel loose. Be very careful when using tools to pry panels loose so as to avoid damage to the surrounding panels.
3. All areas of cut-outs which were located in damaged section should be measured very carefully for transferring to the same locations on the new panel. Areas that are to be cut out can have rough cuts made at this time.
4. At least two people will be required to start lay-up. Seam tape should be used on front and rear ribs before replacing a new panel.
5. Use a grease marking pencil and mark vertical ribs and horizontal bars on remaining panels (see Fig. 5).
6. Tape top edge on new panel with furnace tape and slide it under the top existing sheet. All overlapped seams should have the top sheet overlapping the bottom. (See Fig. 5.)
7. When sliding sheet under top panel, be very careful not to install it past the tape as the new panel is readily scratched.
8. With sheet held in place, check all edges and any cut-out areas for proper alignment.
9. Once panel is fitted to proper position, it can be held in place with wedge-lock fastener. Start in middle of top of new panel (use a No. 30 drill bit) and very carefully drill through every fourth existing hole of the overlaying panel. Use a sharp drill and allow drill to feed itself through the metal without force. As soon as drill is through new panel, remove and insert wedge-lock in the hole. (See page 3-19) Be sure that seams are tight and no gaps are occurring.
10. Use a chalk line to mark off bars and ribs; after lines have been marked off, use a drill marker to show rivet spacing. (Drill marker can either be metal or wood, approximately 3/4 inch wide, 4 feet long and straight on both sides.) On one edge, mark seam rivet spacings 3/8" on center. On other side, mark rib and bar rivet spacings 4" on centers.

11. After sheet is marked off, double-check markings for straight and even spacings. Start in middle and install wedge-lock in every third location.
12. At lower edge, lay out new holes 1 3/8" on center with 3/8" edge distance on new panel. These holes should be spaced at least 1/2" from old holes in remaining panel. Starting from middle, drill every fourth hole with No. 30 drill bit and insert wedge-locks as in step 10.
13. After all wedge-locks are in place, use a No. 21 bit and drill out all remaining rivet locations.
14. As soon as all holes are drilled, remove top wedge-locks and clean out drill shavings. Caulk along panels in line with drill holes using Vulkem seal and replace wedge-locks. Repeat for bottom. Do not use an excessive amount of sealant.
15. Install rivets in all holes where there are no wedge-locks. For Olympic rivet installation (See p. 3-18). Start from middle and work to edges.
16. As soon as rivets are in place, remove wedge-locks and redrill these holes using a No. 21 drill and rivet with Olympic rivets.
17. When all rivets are in place, use a sharp knife to trim and remove excess tape and sealer from the edge of the seams.
18. Reinstall all 4 components removed in Step No. 1 (See p. 3-7 through 3-17 for details on installation.)
19. When excess tape and sealer is removed, panel is to be plastic coated. (See p. 3-20).

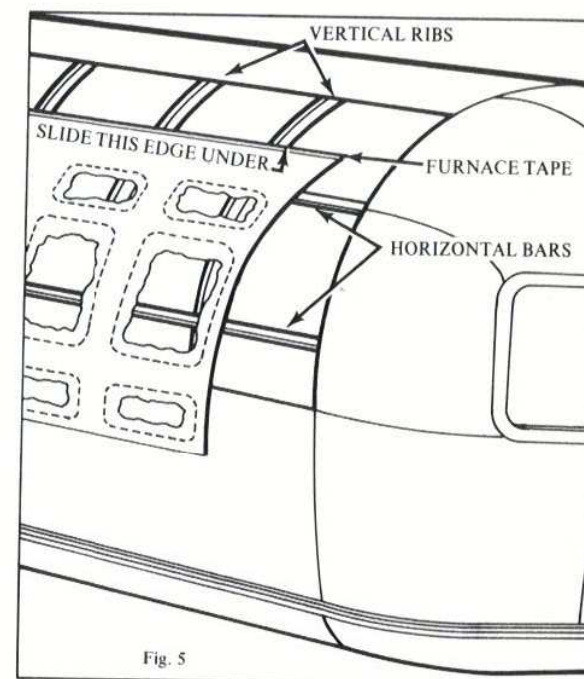


Fig. 5

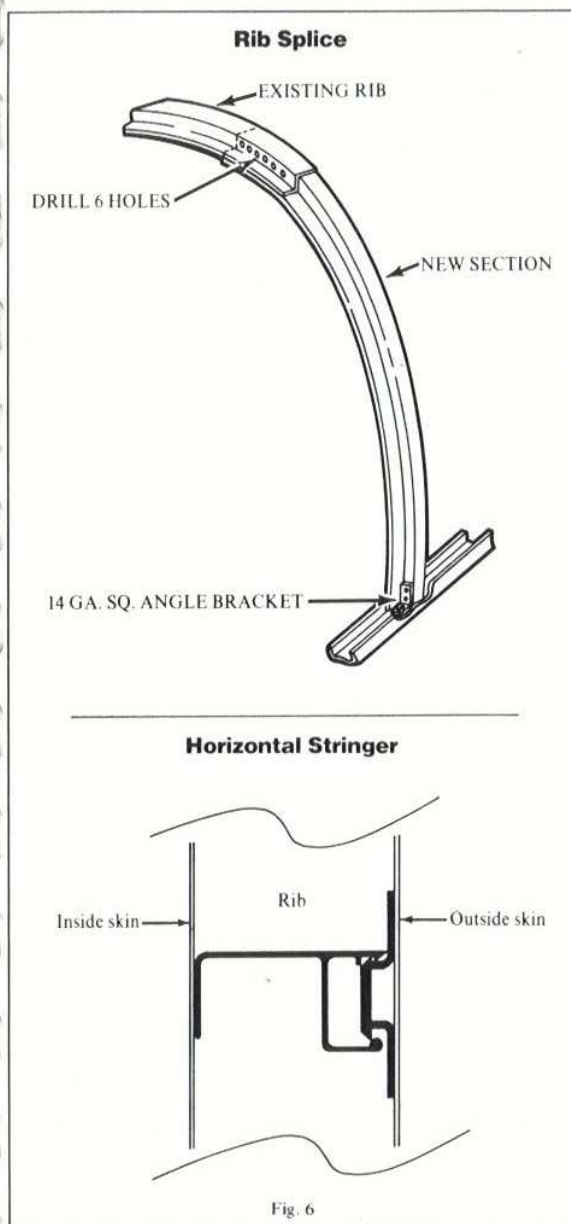
Underbelly Removal and Replacement

Flat Section

1. Cut out damaged portion with metal snips.
2. Add new underbelly piece that exceeds damaged area by 2" on all sides. Pop rivet in place and fillet caulk all edges with Ten-X.

Curved Section

1. Using a No. 30 drill, remove rivets attaching trim, lower side sheets and underbelly.
2. Cut underbelly piece to correct size and push up 1" under side sheet. Attach side sheet and underbelly to floor channel with Olympic rivets. Fold back underneath trailer and pop rivets in place starting in the middle and work to ends. This requires two men — one to hold underbelly in place and one to rivet. If repair is in wheel well area, trim after installation. Fillet caulk all edges with Ten-X.



Rib Splice and Horizontal Stringer

1. Determine height of damage or bent area of rib.
2. Cut out damaged section approximately 10" above damaged area.
3. Measure length of rib needed for replacement, allowing 6" more in length for splice.
4. Fit replacement rib into floor channel and allow the other end to overlap replacement rib.
5. Drill six (6) evenly spaced holes (using a No. 30 drill), through both ribs and rivet together. (Use 1/8" diameter medium length hard bucking rivets.
6. Using a 1" square angle of 14-GA metal, attach rib to floor channel with (2) 1" No. 8 sheet metal screws. After the screws are secured to the floor channel, drill (2) holes with a No. 30 bit and rivet rib to bracket with (2) 1/8" diameter, medium length bucking rivets. (See Fig. 6).

Rain Leaks

Whenever rain leaks occur, the area in which the leak is originating must be determined.

1. Using a water hose, and starting in the general area in which the leak is appearing, water check the trailer.
2. With someone inside the trailer watching for the leak, start at the bottom of the trailer and work upward with the water test (covering approximately 4 sq. ft. section of trailer at a time). Allow a few minutes between each move for leaks to appear inside. As soon as the person inside detects leaks, they can advise the person checking with the hose. This will help to determine the area in which to concentrate for correcting leaks.
3. After trailer has been dried, flow a bead of Ten-X sealer along the seams of the metal, around any loose rivets which may appear, or around the window frames. Recaulk as necessary around exterior lights, Airstream lettering, plumbing, vent pipes, refrigerator vent, exhaust range vent or any other point where an opening has been made through exterior metal sheets. The seams on the roof area around the vent frames and TV antenna may be caulked with Vulkem. (This is purchased in cartridges and applied with a cartridge caulking gun.)
4. Allow sealer to dry at least one hour, then repeat water test as in Step No. 2.

Ten-X may be applied using any good clean pump-type oil can. You can purchase Ten-X sealer in bulk quantities through the Airstream Parts Department. It is also available in many Automotive Parts Stores.

Vents

Part No.	Description
600706	Univolt air vent
100307	Univolt vent casting
600682	Univolt floor vent
380232	Ceiling vent w/motor
101176	Ceiling vent cover w/butylate
101158	Bath drain line vent casting
380114	Bath drain line vent gasket
101394	Refrigerator vent cap
922132	Refrigerator vent complete
101325	Refrigerator vent extrusion
690019	Range vent w/fan
690025	Range hood
690083	Filter, range hood (Ohio)
600060	Filter, range hood (Calif.)
510156	Range exhaust hood cap
365004	Range exhaust hood gasket
X050462	Furnace vent cap

Vent Termination Removal and Replacement

1. Drain line vent casting.
Remove No. 8 sheet metal screws and, using putty knife, carefully pry off of roof skin. When reinstalling use new gasket.
2. Refrigerator vent cap.
Using No. 30 drill, drill out attaching rivets. With putty knife, carefully pry off roof skin. Reinstall using Olympic rivets (for Olympic rivet installation see pg. 3-18/3-19) and a new gasket.

Range Exhaust Vent Removal and Replacement

1. Remove filter.
2. Detach cable from operating arm.
3. Remove cover (lid) by lifting (bending) up the metal tab covering hinge end, and sliding lid laterally.
4. Reverse procedure for reinstallation of lid.
5. From outside trailer, remove fan attaching screws.
6. Lower fan and disconnect wires.
7. To remove cylindrical collar, remove the pop rivets from flange.
8. Lift collar from position.
9. Reverse above procedures for reinstallation using caulking under collar flange.

Front Window Assembly

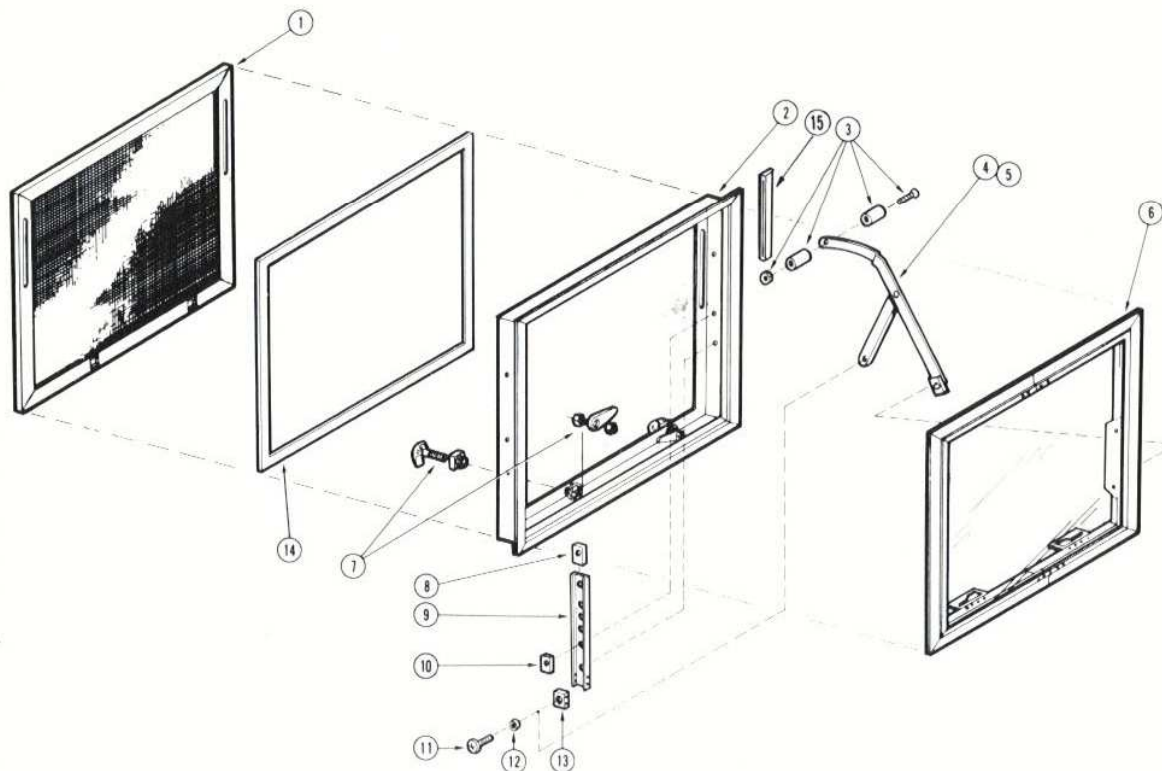


Fig. 7

Front Window

No.	Part No.	Description
	370025	Front window assembly - single pane
	371146	Front window assembly - double pane
1	372014	Screen assembly
2	680208	Frame assembly
3	683976	Handle assembly
4	1107-41	Lever arm assembly - right
5	1107-43	Lever arm assembly - left
	683985	Lever arm assembly (per set)
6	680198	Glass and sash assembly
7	683936	Latch assembly
8	683977	Track - guide
9	683978	Track - catch
10	683979	Stop - block
11	683980	Screw - link arm
12	683981	Bushing - link arm
13	683982	Pivot - block
14	365001	Gasket, vinyl foam tape
	*	Type F 10-24 x 1/2" pan slot head
15	683946	Bug seal

Side and Rear Window Assembly

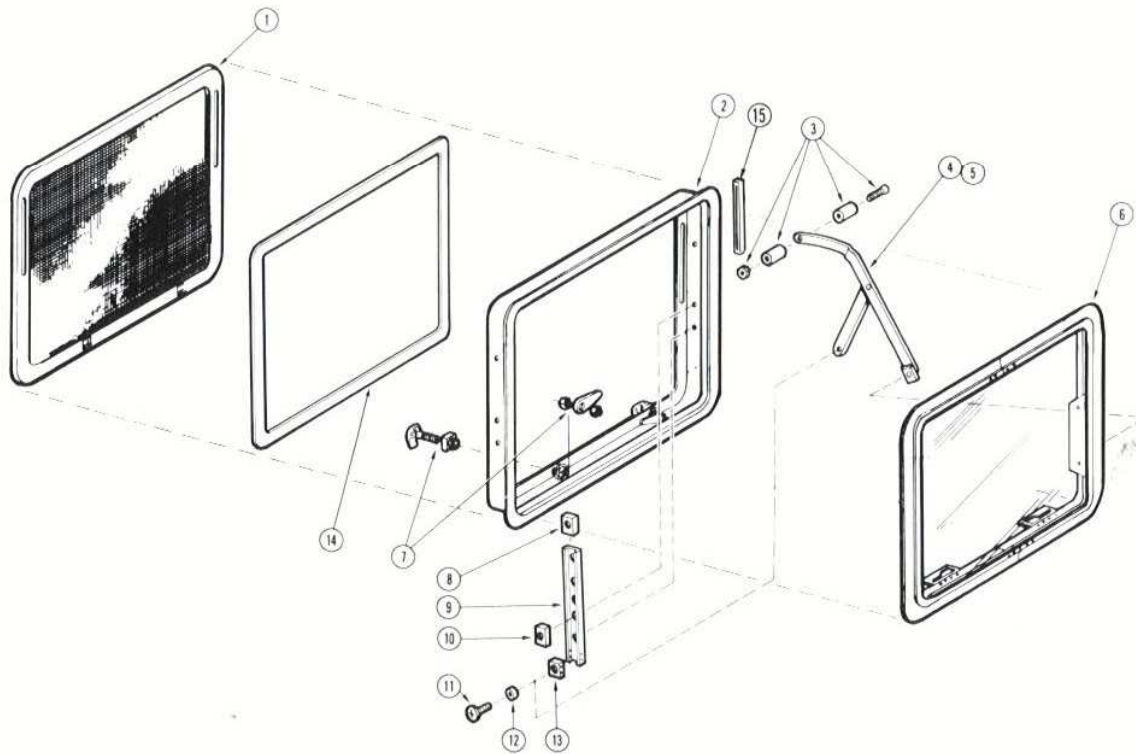


Fig. 8

Rear Window

No.	Part No.	Description
	371186	Rear window assembly - single pane
	371147	Rear window assembly - double pane
1	372015	Screen assembly
2	680209	Frame assembly
3	683976	Handle assembly
4	1107-26	Lever arm assembly - right
5	1107-33	Lever arm assembly - left
6	680204	Glass and sash assembly
7	683936	Latch assembly
8	1107-46	Track - guide
9	1107-36	Track - catch
10	1107-39	Stop - block
11	683980	Screw - link arm
12	1107-45	Bushing - link arm
13	1107-38	Pivot - block
14	365004	Gasket, vinyl foam tape
	*	Type F 10-24 x 1/2" pan slot head
15	683942	Bug seal

Side Curved Windows 18 in., 30 in., & 40 in.

No.	Part No.	Description
	371184	Side curved window ass'y - single pane - 18"
	371143	Side curved window ass'y - double pane - 18"
	371185	Side curved window ass'y - single pane - 30"
	371144	Side curved window ass'y - double pane - 30"
	371179	Side curved window ass'y - single pane - 40"
	371180	Side curved window ass'y - double pane - 40"
1	372011	Screen assembly - 18"
	372012	Screen assembly - 30"
	684404	Screen assembly - 40"
2	680212	Frame assembly - 18"
	680211	Frame assembly - 30"
	680210	Frame assembly - 40"
3	683976	Handle assembly
4	1107-26	Lever arm assembly - right
5	1107-33	Lever arm assembly - left
6	680202	Glass and sash assembly - 18"
	680201	Glass and sash assembly - 30"
	680200	Glass and sash assembly - 40"
7	683936	Latch assembly
8	1107-46	Track - guide
9	1107-36	Track - catch
10	1107-39	Stop - block
11	683980	Screw - link arm
12	1107-45	Bushing - link arm
13	1107-38	Pivot - block
14	365004	Gasket, vinyl foam tape
	*	Type F 10-24 x 1/2" pan slot head
15	683042	Bug seal

Wing Window Assembly

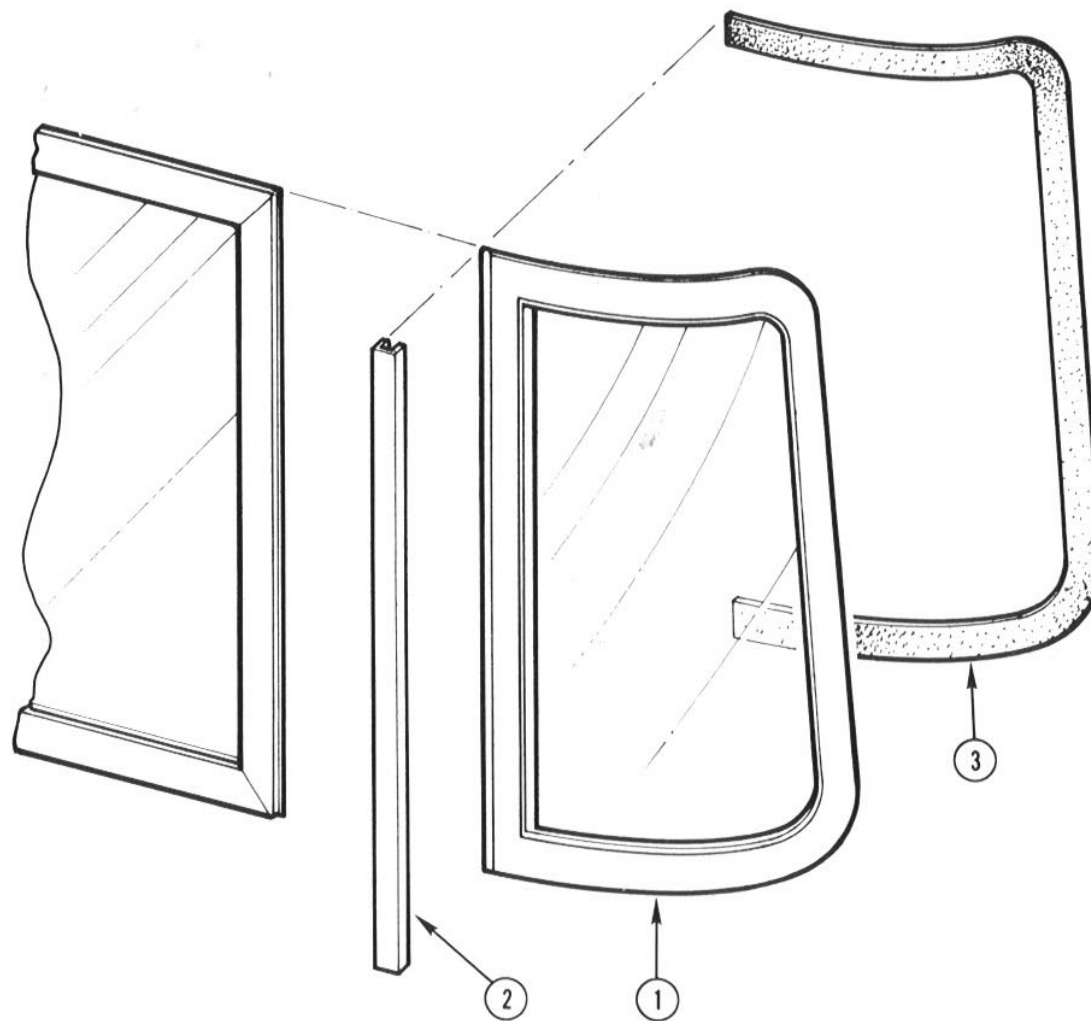


Fig. 9

Wing Window

No.	Part No.	Description
1	370026	Wing window assembly – c.s. single pane
	370027	Wing window assembly – r.s. single pane
	371141	Wing window assembly – c.s. double pane
	371142	Wing window assembly – r.s. double pane
2	1018-00	Tie bar
3	365004	Gasket – vinyl foam tape

Fixed Windows

Part No.	Description
371206	Fixed window assembly – 18" single pane
371207	Fixed window assembly – 30" single pane
371208	Fixed window assembly – 40" single pane
371176	Fixed window assembly – 18" double pane
371177	Fixed window assembly – 30" double pane
371178	Fixed window assembly – 40" double pane
365004	Gasket, vinyl foam tape

Vista View Window

Part No.	Description
371181	18" Vista View window assembly
371182	30" Vista View window assembly
371183	40" Vista View window assembly
365004	Gasket, vinyl foam tape

Main Door Window

Part No.	Description
370036	Fixed window assembly – 18" double pane

Opening Windows

Glass and Sash Replacement and All-Weather Window Installation

1. From inside trailer:

- a. Unlock window latches.
- b. Open window to 3rd position.

2. From outside trailer:

- a. Remove (1) #10-24 x ½" type "F" screw from each link arm (be careful not to lose the bushing).
- b. Lower window to closed position, allowing lever arm guide block to drop out of sash track.
- c. Rotate window upward past horizontal and it will drop out of stationary hinge (see fig.10).
- d. Replace being sure hinge on window is inside locators on stationary hinge.
- e. Re-install lever arm guide block into window sash track one side only. Re-install (1) #10-24 X ½" type "F" screw at link arm (make sure bushing is on screw) and tighten to jam bushing against pivot block. Note: These screws must be extremely tight.
- f. Repeat Item e for remaining lever arm.

Lifting Arm Replacement

1. From inside trailer:

- a. Unlock window latches.
- b. Open window to 3rd position.
- c. Remove handle assemblies from L.H. and R.H. lever arm using screw driver to loosen.

2. From outside trailer:

- a. Remove (1) #10-24 x ½" type "F" screw from (1) link arm (be careful not to lose bushing).
- b. Lower window to closed position allowing lever arm guide block to drop out of sash track.
- c. Raise and position window. Remove lever arm assembly from

frame track guide block by twisting out of block. Pull lever arm through slot in window frame.

- d. Slide new lever arm assembly into window frame slot and assemble stud into guide block. Lower window, assemble guide block on end of lever arm to sash track.
- e. Re-install (1) #10-24 x ½" type "F" screw at link arm (make sure bushing is on screw) and tighten to jam bushing against pivot block. Note: These screws must be extremely tight.
- f. Repeat Items a. through e. for remaining arm assembly.

3. From inside trailer:

- a. Re-assemble handles.

Window Lock Replacement

1. From outside of trailer

- a. Remove locking pawl and retainer nuts from shaft.
- b. Remove large nut from threaded housing.

2. From inside of trailer

- a. Pull old lock inside trailer.
- b. Replace new lock through window frame.

3. From outside trailer

- a. Replace large nut on threaded housing.
- b. Replace locking pawl and retainer nuts on shaft
- c. Adjust pawl on shaft to give proper tension on window.

Screen Replacement

1. Remove inside lifting grip (Item No. 3) by removing #10-24 x ½" type "F" screw.
2. Remove No. 8 sheet metal screws attaching screen to window frame.
3. Turn window locking arms to horizontal position and slide screen off.
4. To replace, reverse the above.

Window Frame Removal (All)

Front, Rear, Side (Movable), Vista View and Fixed

1. Remove glass and sash.
2. Remove screen.
3. Using No. 30 drill remove pop rivets attaching interior skin to window frame.
4. On outside, using No. 30 drill, remove rivets attaching window frame to exterior skin. (Note: On front window, vertical tie bar between front window and wing window must be removed. (See Fig. 9.)
5. With putty knife, gently pry window frame loose from shell.

Window Frame Installation

1. Apply foam type gasket under window flange.
2. Insert window in opening.
3. Rivet window flange to side of trailer using Olympic rivets (see page 3-18 for installation instructions).
- Note: On front window, install new vertical tie bar mating center window to wing window (see Fig. 9).
4. Inside vinyl metal is to be trimmed to window frame (cut out for lift arm movement – movable only) and fastened with colored pop rivets if inside skin has been replaced.
5. Using rawhide or plastic mallet, tap down any high areas between exterior rivets. Remove excess ribbon caulking and Ten-X the perimeter.

Fixed Window Removal and Replacement

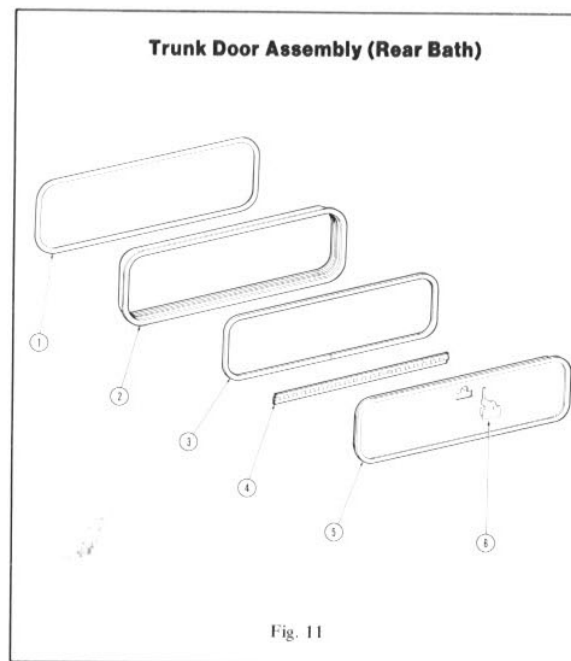
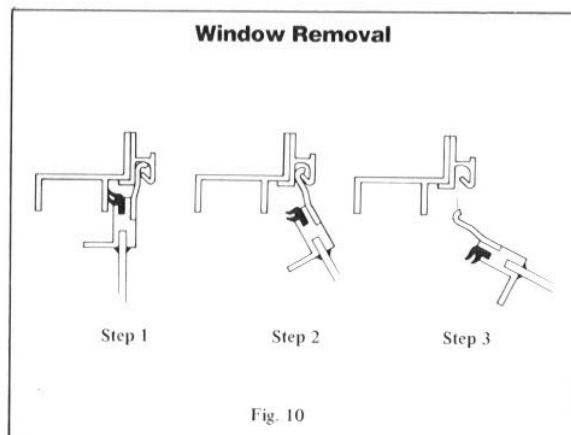
1. Remove lower curtain track.
2. Remove interior window trim by drilling out pop rivets.
3. Remove rivets from exterior window frame by drilling out with number 30 drill.
4. Reverse procedure for reinstallation.

NOTE: (1) You may use solid rivets when installing new window since back side is open for bucking. (2) Caulk liberally between exterior window flange and side of trailer to prevent rain leakage.

Wing Window Removal and Replacement

1. Remove exterior vertical tie bar between ctr. window and wing window (Fig. 9).
2. Using No. 30 drill, drill out rivets around periphery of wing window.
Note: Use stop on drill to prevent drilling inside close out.
3. Using putty knife, gently pry window loose from shell.
4. To install, apply foam tape gasket under window flange.
5. Place window onto trailer and install vertical tie bar, mating the wing window and center window (new tie bar will be required).
6. Rivet window flange to side of trailer using Olympic rivets (See p. 3-18 for installation instructions). Note: Use stop on drill to prevent drilling inside close out.

Note: If exterior wing glass and sash is all right, it can be used again.
(See exterior wing window removal and installation.)



No.	Part No.	Description
1	365035	Rubber seal
2	100627	Extrusion, door jamb
3	200054	Extrusion, neoprene seal
4	380774	Piano hinge
5	922071	Trunk door assembly (Calif.)(Excella)
	100681	Trunk door assembly (Ohio)
6	380770	Lock and casting assembly
7	500053	License light and holder (not shown)

For part number on license plate light see page 8-3

Trunk Door

1. Trunk Door Removal and Installation

- a. Using No. 30 drill bit, drill out rivets attaching piano hinge to door frame.
- b. To install, rivet hinge to door frame using Olympic rivets. (See p. 3-18 for installation.)

2. Lock Removal

- a. Remove pawl by removing lock screw, then nut.
- b. Using No. 20 drill, remove two rivets on interior of lock. Lock can now be removed.
- c. To install, reverse procedure using 5/32 pop rivet.

3. Jamb Removal and Instruction

- a. Using No. 30 drill, remove rivets around periphery on the inside and outside.
- b. Gently pry away from ext. skin with putty knife.
- c. To install, apply foam tape gasket under flange and place in opening. Pop rivet inside skin to frame with 1/8 rivets in existing holes. Attach to exterior skin using Olympic rivets (see page 3-18) for installation instructions.

**Rear Access Door Assembly
(Center Bath Twin)
Side Access Door Assembly**

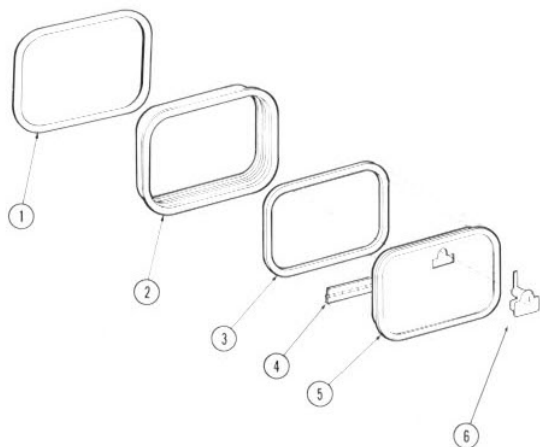


Fig. 12

No.	Part No.	Description
1	365035	Rubber seal
2	100627	Extrusion, door jamb
3	200054	Extrusion, neoprene seal
4	380773	Hinge (side access door)
	380203	Hinge (rear access door)
5	922057	Side access door assembly (Excella)
	100679	Side access door assembly (Airstream)
	922186	Rear access door assembly (Excella)
6	380770	Lock and casting assembly
7	500053	License light and holder (Rear access door only)(not shown)

1. Access door removal

- Using No. 30 drill bit, drill out rivets attaching piano hinge to door frame.
- To install rivet hinge to door frame using Olympic rivets. (See page 3-18 for installation instructions).

2. Lock Removal (all access doors)

- Remove pawl by removing Phillips head screw on back of lock cylinder.
- Remove large threaded lock ring nut securing lock assembly to door. Remove lock assembly.
- To install, reverse the removal procedure.

3. Jamb removal and installation.

- Using No. 30 drill, remove rivets around periphery on the inside and outside.
- Gently pry away from ext. skin with putty knife.
- To install, apply foam tape gasket under flange and place in opening. Pop rivet inside skin to frame with $\frac{1}{8}$ rivets in existing holes. Attach to exterior skin using Olympic rivets.

Removing and Replacing Access Door Lock Cylinder

- Remove lock assembly from door.
- With a narrow bladed screw driver, depress the spring loaded pawl which projects into one of the four small rectangular shaped channel openings in the back portion of the lock cylinder housing.
- With the pawl depressed, push the lock cylinder assembly out of the front of the housing.
- Remove the small die cast keeper directly in front of the spring loaded pawl. This keeper is loose and should fall out when the cylinder assembly is inverted.
- Remove the inner "key" portion of the lock cylinder.
- To install, reverse the removal procedures.

Refrigerator Access Door Assembly

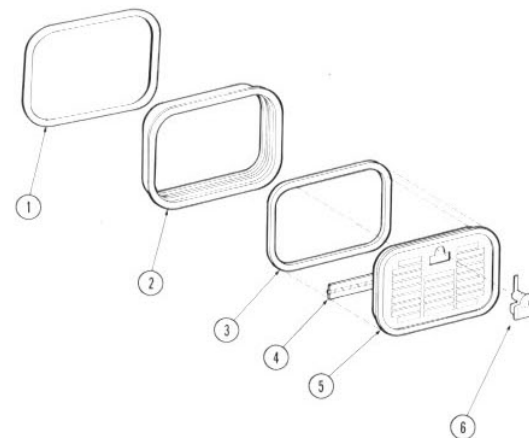


Fig. 13

No.	Part No.	Description
1	365035	Rubber seal
2	100627	Extrusion, door jamb
3	200054	Extrusion, neoprene seal
4	380773	Hinge
5	922059	Refrigerator door assembly (Excella)
	100680	Refrigerator door assembly (Airstream)
6	380770	Lock and casting assembly

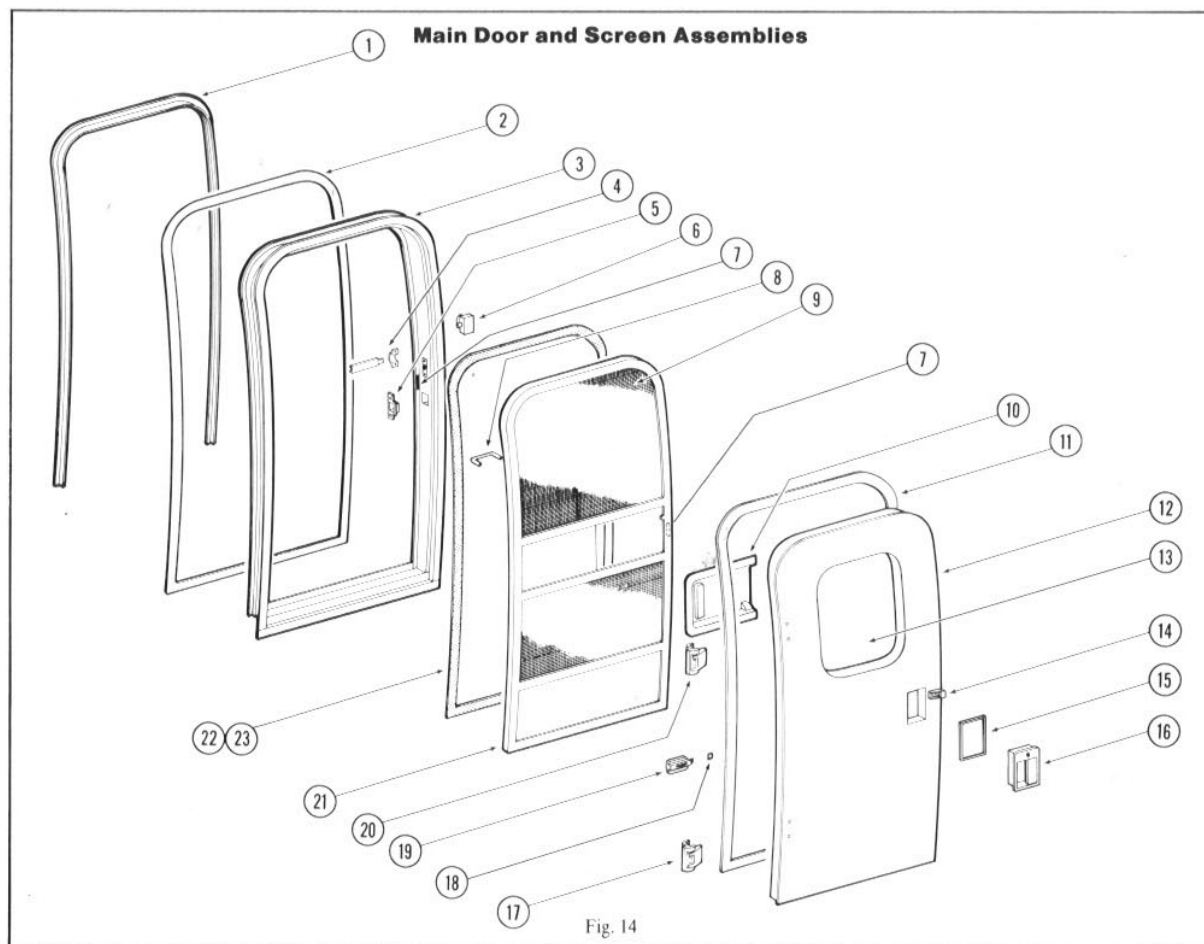


Fig. 14

No.	Part No.	Description	No.	Part No.	Description
1	101077	Main door trim, interior	12	922061	Main door assembly
2	365045	Gasket - vinyl foam tape	13	370036	Fixed window
3	101698	Main door jamb (formed)	14	201056	Plastic door strike
4	380722	Screen door slide bolt - 85B26D	15	365034	Main lock gasket
5	380557	Strike pocket	16	380747	Main door lock
6	380746	Deadbolt lock	17	380234	Lower main door and screen hinge
7	700591	Scotchmate dual lock	18	360012	White rubber bumper
8	380004	Handle, screen door	19	380291	Door hold back latch (3pcs.)
9	372010	Screen (28"x24½") or (19¼"x24½")	20	380235	Upper main door and screen hinge
10	201275	ABS, cover - main door handle	21	922168	Screen door assembly
11	200054	Seal, neoprene	22	365013	Foam tape 13"
			23	200007	Spline, gray
			24	380722	Slide bolt -85B26D- main door (not shown)

Main Door Removal and Replacement

1. Remove inside metal from door by using a No. 30 drill.
2. Remove nuts from hinges.
3. Door can now be removed.
4. To install main door, reverse above procedure.

Main Door Adjustment

1. Recontouring door for proper mating with jamb.
 - a. To adjust top half of door, drill rivets from inside skin of door face. Start approximately 6 inches above center of door on lock side. Use a No. 30 drill and remove the rivets up the side of the door, across the top of the door, and down the hinge side, to within 6 inches of center.
 - b. After rivets are removed, door will now be able to flex. Close door to determine how much door must be formed. With one person holding door, and the second person forming it, the adjustment can be made.
 - c. After adjustment is made with one person holding door frame in correct position, the second person will drill new holes in door skin and place a rivet (AD45BS - paint match for vinyl skin) in each top corner and close door to make sure position has not changed.
 - d. If it is found to be correct, open door and continue to pop rivet skin in place, installing new rivets, equally spaced between original holes.
2. To adjust bottom half of door, start drilling rivets out 6 inches below center of door, down and across bottom, then up the lock side. Follow same adjustment procedure as used in top half.
3. Striker Pocket Adjustment. (Main door lock)
 - a. Using grease pencil, mark bevel of strike bolt of lock and close door to determine vertical misadjustment of pocket.
 - b. Drill rivets from strike pocket and adjust pocket to proper height.
 - c. Rerivet pocket in new position with a rivet at top and bottom of pocket. Double check latching and ease of door closing.
 - d. Lateral adjustment may be necessary to gain ease of latching.
 - e. When correct, install remaining rivets (never file lock bolt).

- f. After relocating pocket, be sure to mark outer surface of bolt with the grease pencil once again. Double check to make sure bolt is entering pocket deep enough (at least $\frac{1}{4}$ ") to prevent door from opening in transit.

4. Striker Pocket Adjustment (Dead bolt lock)

- a. Using grease pencil, mark the end of the dead bolt.
- b. Close door and turn lock bolt until it hits and marks striker pocket. This will determine the amount of misadjustment of the pocket.
- c. Remove screws holding striker pocket in jamb. Enlarge the access hole in the jamb enough to allow for required adjustment.
- d. Place pocket in new position and drill mounting holes as necessary.
- e. Reinstall pocket and check lock for ease of operation.

5. Door seal

- a. Using a drill with a No. 30 bit, and starting at the bottom of the door, pull rubber loose and start drill under edge of rubber.
- b. Carefully pull rubber with one hand and run drill around edge of door (between rubber and door).
- c. Make sure the old rubber is completely removed from door. Then using any good rubber adhesive, apply a thin coat to edge of door.
- d. Lay out replacement rubber on a flat surface with side to be applied against door facing upward.
- e. Apply a coat of glue to this side of rubber.
- f. Pick up rubber, keeping edges separated. Starting at bottom corner of door, feed rubber up the side and across top and down opposite side and bottom.
- g. When starting rubber, be sure proper edge of rubber is facing outward on door for correct seal. Keep rubber tight but do not stretch.

Apply a coating of silicone spray to door rubber and door jamb frame. This will ease closing of door.

Replacement of Lock

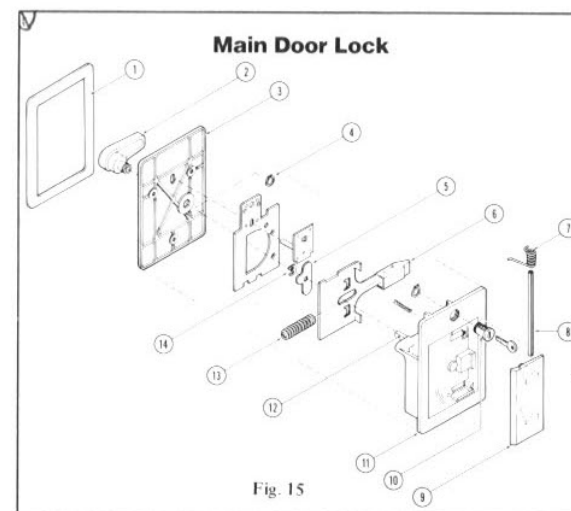
1. Remove screws from door frame, securing lock to the frame. They are located just above and below the bolt.
2. Remove three mounting screws that attach inside bezel to lock body and remove bezel with handle attached.
3. Remove lock assembly.
4. To install, reverse removal procedures.

To Replace Lock Cylinders

1. To remove lock cylinder with lock installed in trailer, drill center of lock cylinder with a No. 20 drill bit as a pilot hole to a depth of approximately $\frac{1}{2}$ inch. After reaching this depth, change drill size of $\frac{3}{8}$ of an inch and very carefully redrill same hole to same depth. Lock cylinder is held in place by a spring-loaded horseshoe keeper on back side of cylinder. By drilling a hole in the cylinder, this will allow keeper to drop out and lock cylinder can be pulled from back.
2. To remove cylinder with lock removed from trailer, insert a small flat bladed screw driver through the small rectangular hole in the top of the lock housing and depress the spring loaded horseshoe keeper spanning the back end of the lock cylinder.
3. While holding the keeper in the depressed position, push the cylinder out through the front of the housing.
4. To replace, press horseshoe keeper flush with cylinder, and insert into hole. With key in upright position, press cylinder into hole until it is fully in place. Spring will allow keeper to snap into place, locking cylinder into position. Lock should now operate.

Door Lock Outside Handle Replacement

1. Remove lock from door.
2. Pull back on lock handle. While holding in that position, using a screw driver, disengage the handle grip spring by moving the lower end up and around the "U" shaped slot in the back of the housing.
3. Using a drift, remove vertical pin from housing.
4. Remove handle.
5. Install by reversing removal procedure.



No.	Part No.	Description
	380747	Main door lock assembly
1	365034	Gasket seal
2	35146	Handle - inside
3	1-89053-20	Bezel
4	35181	Clip
5	35148	Cam
6	35150	Bolt plate sub assembly
7	35165	Spring-grip
8	35169	Pin, vertical (outside handle)
9	35143	Handle, outside
10	35167	Tumbler cylinder and keys
11	35151	Outside housing
12	35156	Chill
13	35157	Spring - bolt
14	35209	"E" Ring

Screen Door Adjustment

1. Door not square in opening.
 - a. Using a No. 20 drill, remove rivets attaching screen door to hinge.
 - b. Properly locate screen door into door jamb.
 - c. Hold in this position and have second person drill two new holes from hinge through door.

- d. Install 5/32 pop rivet in these holes.
- e. Check if properly located and then install balance of pop rivets.
2. Recontouring door for proper mating with jamb (two people required.)
 - a. If too much curvature is in screen door, hold center firmly against jamb from the outside and pull on top or bottom till proper contour is achieved.
 - b. If not enough curvature is in screen door, place a 6" 2 x 4 wood spacer at center in latch area. Close screen door and push on top or bottom until proper contour is achieved. Increase spacer if necessary.
3. Replacing foam tape
 - a. Starting at bottom of door, peel gasket seal from frame. This is a self-adhesive gasket, and should be able to be removed very easily.
 - b. Clean frame surface with lacquer thinner and wipe clean.
 - c. To replace, peel paper backing from new gasket. Starting at the bottom, form around door.

Plastic Screen Door Insert Removal and Replacement

1. Push upward on panel as far as it will go, and pull out on bottom.
2. To reinstall, reverse above.

Main Door Jamb Removal and Replacement

1. Remove main door. (See p. 3-14, 3-15) Remove striker by drilling out pop rivets with No. 30 drill.
2. Remove pop rivets from inside door trim.
3. Gently pry out inside door trim.
4. Using a No. 3 drill, remove pop rivets attaching inside skin to door jamb.
5. Using No. 30 drill, remove rivets attaching exterior skin to door jamb.
6. Remove screws attaching door jamb to floor.
7. For C.S. galley installations, remove screws attaching galley and galley top to sidewall.
8. Remove screws attaching galley to floor.

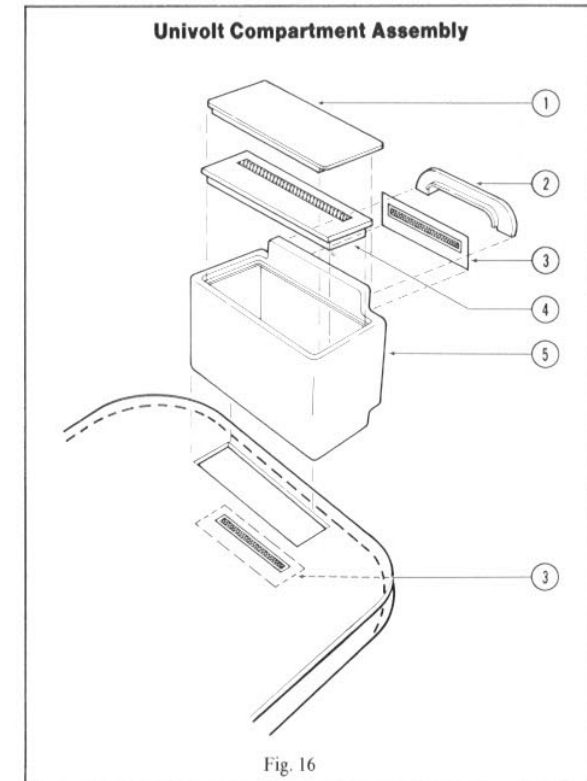
9. Slide galley approximately 6" away from wall.
10. Remove pop rivets attaching inner skin approximately 12" to the rear of the door jamb.
11. Hold inner skin away from door jamb in hinge area and remove nuts attaching hinge to jamb.
12. Remove door jamb.
13. Before installing new jamb, apply foam tape gasket under door jamb flange.
14. For installing, reverse procedures 1-11 using AD45 pop rivets for attaching inner skin and Olympic rivets for attaching exterior skin. (See page 3-18 for installation instructions.)

Screen Door, Slide Bolt Removal and Replacement

1. Slide bolt fully closed and drill out exposed pop rivet.
2. Slide bolt fully open and drill out second exposed rivet. Remove slide bolt.
3. To install, reverse procedure.

Assist Handle Removal and Replacement

1. Remove pop rivets from inside door trim.
2. Gently pry out inside door trim.
3. Detach lower curtain track.
4. Remove lower window garnish by drilling out pop rivets.
5. Remove rivets from inside skin in general area of assist handle.
6. Pull inside skin away to gain access to back side of assist handle.
7. Remove rivets.
8. Remove assist handle.
9. Reverse above steps to reinstall.



No.	Part No.	Description
1	932069	Lid, univolt cover
2	100307	Vent, univolt casting
3	600706	Univolt air vent
4	600682	Univolt floor vent
5	200460	Plastic univolt cover

Battery Compartment Assembly

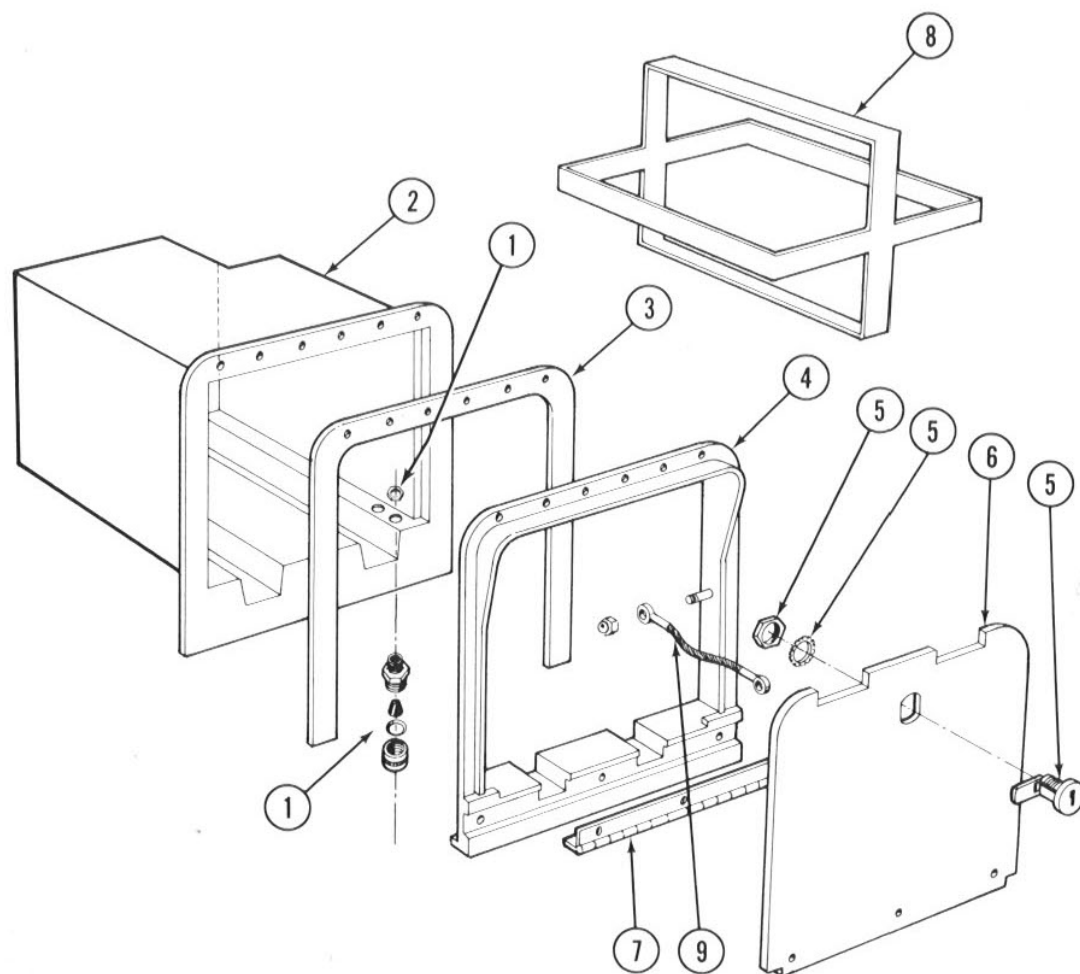


Fig. 17

No.	Part No.	Description
	922185	Battery compartment assembly
1	380612	Cord grip
2	200276	Battery box assembly (Calif.)
	380695	Battery box assembly (Ohio)
3	365004	Gasket, vinyl foam tape
4	100286	Frame, polished cast
5	380093	Lock
6	100287	Door, polished cast
7	380175	Hinge
8	510140	Battery strap assembly
9	380096	Support cable

Removal and Replacement

1. Door Removal

- Disconnect and remove battery.
- Using No. 30 drill, drill out rivets and remove piano hinge from door.
- Remove nut securing cable eye to mounting stud. Remove door.
- To install, reverse removal procedure. Use Olympic rivets.

2. Lock Removal

- Remove nut and washer (Item 5).
- Remove lock assembly.

3. Frame and Compartment Removal

- Remove door as per Step 1.
- Drill out rivets holding frame to trailer wall, remove frame (Item 4), and gasket (Item 3).
- Loosen nut (Item 1), pull battery box out to extent of Univolt cable.
- Disconnect cable from Univolt.
- To install, reverse procedure.

Olympic Rivet Installation

RIGHT | WRONG

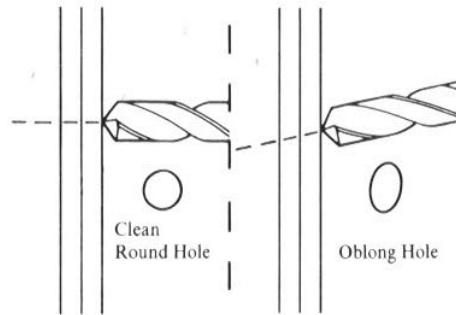


Fig. 18

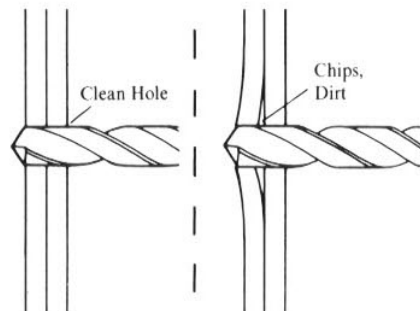


Fig. 19

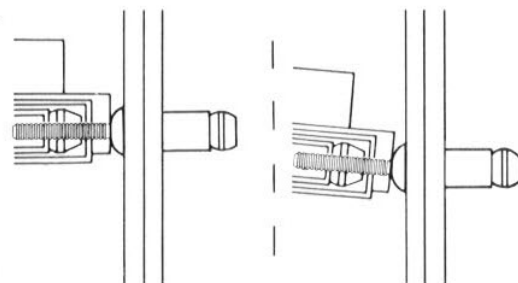


Fig. 20

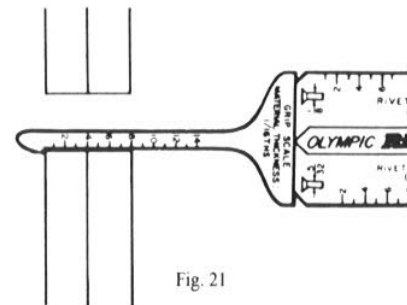


Fig. 21

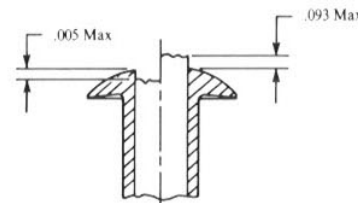
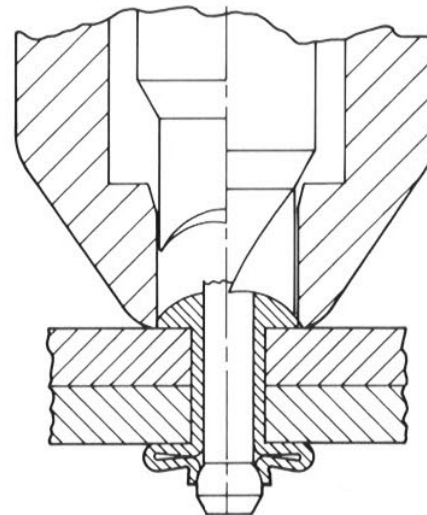


Fig. 22



Before Shaving | After Shaving

Fig. 23

Drilling of Holes for Installation

1. Hole diameter recommended for blind rivets (XA 4167 is .160/.164, No. 20 drill).
2. Hold drill at right angle to structure to obtain a round hole. (See Figure No. 18)
3. Avoid excessive pressure on drill to prevent distortion to the structure. (See Figure No. 19)
4. Correct rivet grip length.

Material Thickness	Correct Olympic Rivet
.042 to .125	XA4167-5-2
.125 to .312	XA4167-5-5

Use of the Olympic "Hook" gauge allows a direct reading on the correct rivet grip length. (See Figure No. 21)

The thickness of metal on the exterior shell is .032 gauge. Keep this in mind while determining the grip range needed.

5. Rivet Installation:

Use either Olympic RV50 pulling gun or RV36 with Olympic RV855-4 pulling head is recommended. Hold the gun in line with the axis of the hole to prevent cocking of the rivet in the hole. Exert firm pressure against the structure to obtain proper seating of the rivet head. (See Figure No. 20)

6. Protrusion Limits:

The installed rivets should conform to the stem and collar protrusion limits shown in Figure No. 22.

7. Shaving of Rivet Head.

After rivet is installed the head can be shaved using the HS210 shaver to give the appearance of a bucked rivet.

Figure No. 23 shows a section through the rivet head before and after shaving, as well as the correct adjustment of the shaving tool.

Adjust the shaving tool to remove the minimum amount of metal necessary to clean up the rivet head. (See Figure No. 23)

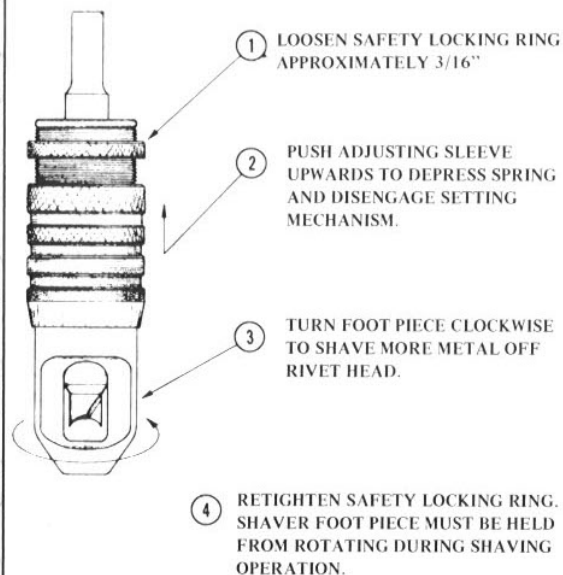


Fig. 24

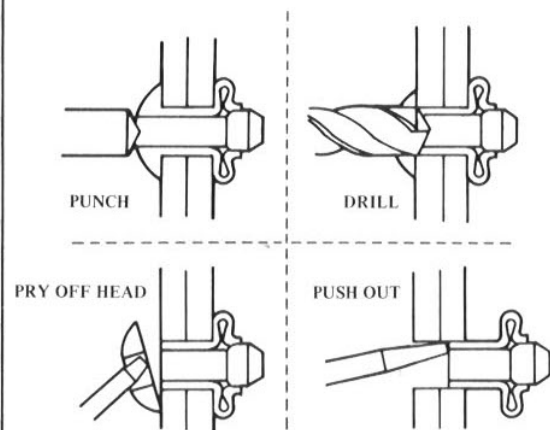


Fig. 25

Removal of Olympic Rivets

1. Should it be necessary to remove an improperly installed blind rivet, the following procedure is recommended:

- Punch a drill start into center of head.
- Drill (No. 21) through the head of the rivet only. The drill should be the same size as the rivet shank.
- Pry the head of the rivet with a punch.
- Push or drill out the remainder of the rivet. Be careful not to enlarge the hole in the structure. (See Fig. 25.)

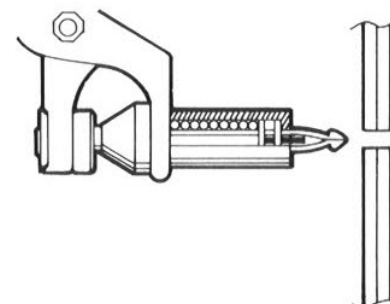
Wedge Locks

Use wedge-locks when pinning up replacement metal panels. Wedge-locks hold the sheet in place and, when properly spaced, hold the sheet flat. This prevents cans or pockets from forming in the metal due to excess metal.

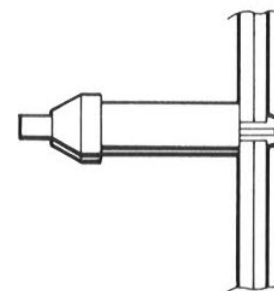
The wedge-lock is a spring-loaded type fastener, which is installed by means of special pliers. (These tools are available from Factory Parts Department.)

- Using a No. 30 drill, drill hole in replacement sheet where fastener is to be placed.
- After hole is drilled, place fastener in pliers and apply pressure to pliers. This compresses fastener spring, allowing fastener tip to retract for inserting in hole on panel. (See Fig. 26.)
- After inserting fastener into hole, release pressure on pliers. Fastener is now locked into position to hold replacement panel. (See Fig. 26.)
- All sheets should be pinned up with fasteners approximately every fourth hole across top, bottom and sides, and every third hole on center of sheet seams.
- When pinning up segments, space wedge-lock fasteners every third hole to be sure of a tight seam.
- To remove fasteners, place pliers in position on fasteners and apply pressure. Then remove from hole.

Wedge Locks



Pushing the plunger compresses the spring, extending the wires over tee. In this position wires converge at the tip, making insertion or extraction an easy operation.



After insertion, release plunger. Automatic spring action retracts wires back over tee. Wedglock action of tee forces wires apart, locking fastener securely into hole, while pulling sheets firmly together.

Fig. 26

Exterior Maintenance

Any aluminum product, without a protective coating applied to it will oxidize or tarnish when exposed to the weather. The Airstream Alclad aluminum exterior has been covered with an acrylic lacquer finish to provide years of environmental protection. The exterior surface should be washed periodically, and washing procedures are similar to those for washing an automobile. Both have high quality finishes, so certain precautions should be taken to protect them; for example:

1. Always wash in the shade or cool of the day, using a mild non-abrasive soap or detergent. Apply with a sponge or very soft cloth, and always wash with the grain of the metal (horizontal). Rinse with clear water and dry with a chamois or soft cloth. Automatic dishwasher detergents and acid etch cleaners are too strong and should never be used.
2. In the winter, when driving under ice and snow conditions, the trailer must be washed as soon as possible after use, as any highway salt spray can eat through the plasticcoat and oxidize the panel in a very short period of time.
3. Tar, sap, gum, resin, etc. should be removed with mineral of spirits as soon as possible. NEVER USE LACQUER THINNER OR PAINT REMOVER as they will remove the plasticcoat. It is important to remove contaminating materials as soon as possible after they appear by washing and rewaxing. Sunlight and time will tend to bake-harden them, making them almost impossible to remove without heavy buffing. If asphalt remains on the trailer after washing, use a small amount of kerosene on a rag and wipe the spots individually, being careful not to scratch the aluminum.

After cleaning and drying, a good grade of nonabrasive automotive paste or liquid wax will increase the life of the finish. This is especially true in coastal areas where the finish is exposed to salt air, or in polluted industrial areas. Waxing will also protect the shell from minor scratches and make subsequent cleaning easier. Wax should normally be applied every three to six months.

NOTE: On new trailers, or newly refinished trailers, wax should not be applied during the first 90 days. This is to enable the lacquer finish to take a permanent set.

For small areas of damage to the acrylic protective coating, or where oxidation is beginning to occur, remove all traces of the acrylic coating with a good grade of lacquer solvent and then thoroughly clean the aluminum with an aluminum cleaner. Respray the area with clear acrylic lacquer. Paint the "A Frame", L.P.G. tanks, and rear frame periodically by brushing or spraying with aluminum lacquer.

Each time the 7-way electrical connector is connected it should be checked for dirt and corrosion. Keep the contacts clean with "Spray-Kleen".

Plasticcoat Removal

1. Mask all painted areas, such as name plates and body trim.
2. Remove clearance light lens and tail light lens where applicable.
3. Shut off gas bottles and extinguish all fires.
4. Brush a paint or varnish remover onto trailer surface. We suggest formula A, Strip Eze, which is an aircraft paint remover.
5. Allow to stand a few minutes, until finish is loose, then flush with clear water.
6. Steps 4 and 5 may need to be repeated in some areas where finish is difficult to remove.
7. After the water flushing, wash the trailer with lacquer thinner and a soft cloth, wiping with the grain of the metal, until surface is completely clean.

Plasticcoat Application

1. Mask window surfaces. Trailer is now ready for spraying.
2. Do not thin material, as it is ready for application when furnished to you by Airstream. Apply with a Bink's No. 7 spray gun, with No. 36 needles, for best results. Use a line pressure of approximately 45 psi.
3. Spray in vertical sections about 3 feet wide from center of top all the way to bottom of trailer. It is best to start at front of trailer working towards the rear, then go completely around trailer.

Airstream Letters



Fig. 30

Airstream Letter Installation

1. Where access to rear of cast lettering is not possible break off the anchoring pin and attach the letter with blue No. 30 pop rivets.
2. Seal perimeter of letters to prevent leaks.

Excelsa Emblem

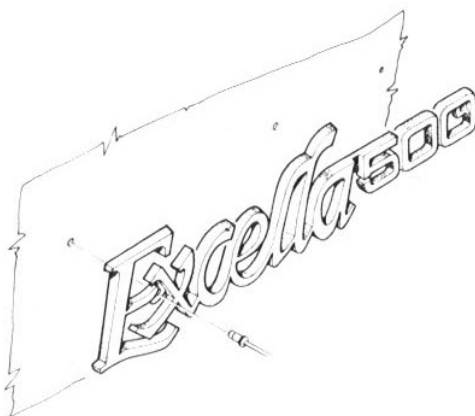


Fig. 33

Excelsa Emblem Removal and Replacement

1. Remove pop rivets securing emblem to side of trailer.
2. Before installing new emblem install pop rivets in trailer skin filling holes from original installation and seal to prevent rain leaks.
3. After installation of new emblem, seal around perimeter for further leak protection.

Excelsa Serial Number Nameplate w/Door Bell Hole

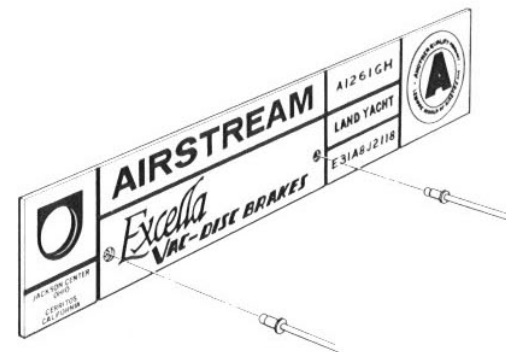


Fig. 34

Excelsa Serial Number Nameplate w/Door Bell Hole Removal and Replacement

1. Remove pop rivets securing nameplate to side of trailer.
(See Fig. 25 p.3-19)
2. Install new nameplate using AD45H rivets.
3. After installation of plate seal around perimeter to prevent leaks.

Tailight Bezel Assembly

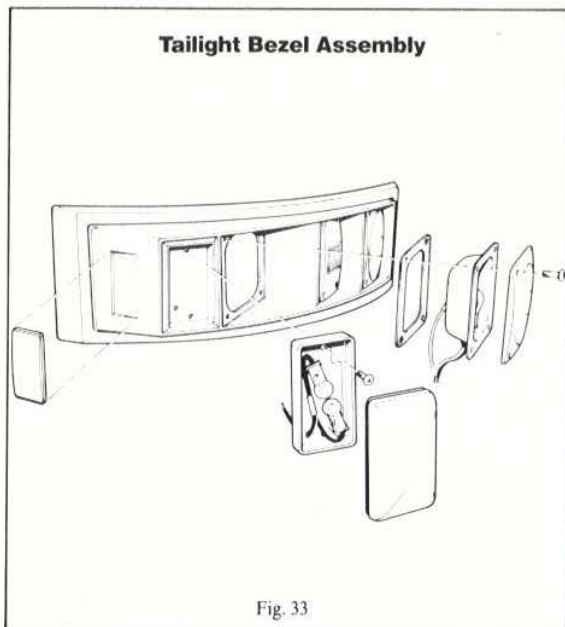


Fig. 33

Tailight Bezel* Removal and Replacement

Tailight bezel requires removal and replacement of the #4 or #5 segment as described on page 3-3 in the Shell Section. Great care should be taken in drilling rivets as detailed in Olympic Rivet Section under drilling of holes. Tape panels for protection against scratches.

Bezel is removed from segment by removal of all attaching screws and inserting a putty knife between bezel and segment to break caulking. Reseal new part with putty tape and reinstall.

Clearance and Side Marker Light and Bezel

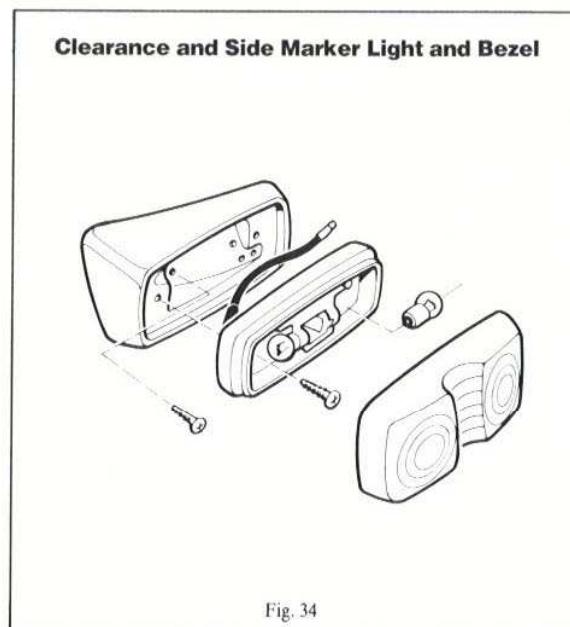


Fig. 34

Clearance Light, Side Marker Light, Cast Bezel* Removal and Replacement

1. Remove light lens and base.
2. Remove two screws securing casting to trailer skin.
3. When replacing casting, seal around perimeter to prevent rain leaks.

Clearance, Side Marker Light, Front & Rear Identification Light* Removal and Replacement

1. Remove lens with screwdriver by carefully prying from light base.
2. Remove two screws securing base to trailer (one serves as electrical ground contact).
3. Unplug wire.
4. Reverse above procedure for reinstallation.

License Plate Bracket and Light

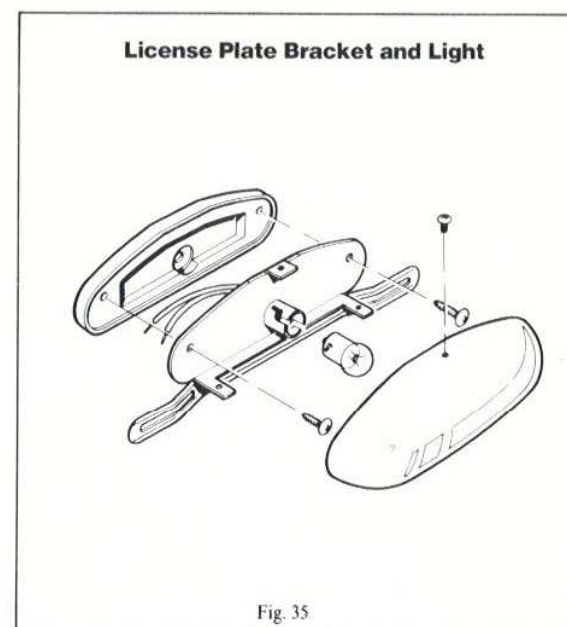


Fig. 35

License Plate and Light* Removal and Replacement

1. Remove three screws securing light cover.
2. Remove two screws securing light base and license holder to trailer.
3. Unplug wire.
4. Reverse above procedure for reinstallation.

Side Marker Reflector & Cast Bezel

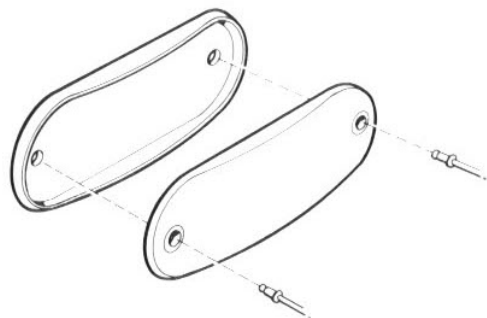


Fig. 36

Side Marker Reflector Cast Bezel* Removal and Replacement

1. Remove reflector by drilling out two pop rivets.
2. Remove casting by drilling out two pop rivets.
3. When replacing casting, seal around perimeter to prevent rain leaks.

Wheel Well Trim Replacement

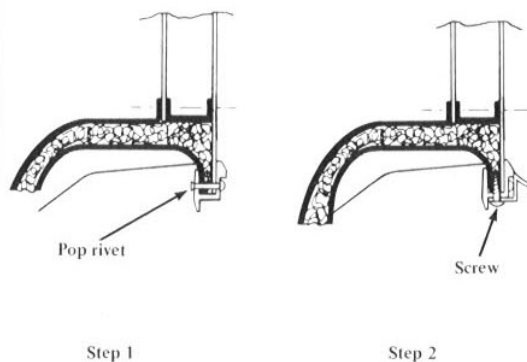


Fig. 37

Wheel Well Trim Removal and Replacement

1. Remove approximately 24" of rub rail vinyl away from wheel well by removing cleat and pop rivet. Then pull vinyl from rub rail.
2. Remove pop rivets from rub rail for a distance of approximately 24" from wheel well.
3. Remove screws and pop rivets securing outer trim.
4. Remove pop rivets securing inner trim.
5. Reverse procedure for installation.

NOTE: Caulk liberally between exterior metal and wheel well.

Belt Line and Rub Rail Trim (Int'l. & Excelsa) Removal and Replacement

1. Remove pop rivet and cleat at end of vinyl insert.
2. Remove vinyl insert by grasping one end and pulling from the metal trim.
3. Remove the metal trim by drilling out the pop rivets with a No. 30 bit.
4. Reverse procedure for reinstallation.
 - a. Fill old holes with pop rivets and caulk to prevent rain leakage.
 - b. Vinyl insert is installed by placing one edge into metal trim; then pushing other edge in with thumb.
 - c. Caulk top of metal trim to prevent rain leakage.

Exterior Trim and Name Plates (Excelsa)

Part No.	Description
101388	Extrusion, Alum. Rub Rail
200522	Extrusion, Blue Trim
100640	Extrusion, Alum. Belt Line
200505	Extrusion, Blue Trim
385270	Excelsa Serial Number Nameplate w/Door Bell Hole
385062	A.C. Voltage Plate - 110-125
385103	R.V.I.A. Plate
385043	FMVSS Plate
385118	Service World Badge
385042	Low Voltage Plate
385070	LPG Plate
100045	Main Door Eyebrow
385266	Belt Line Trim Casting
101195	Wheel Well Trim
101196	Wheel Well Flare
380237	Rub Rail Trim Clip
101197	Rub Rail Trim Casting
101171	Grab Handle
385066	Vehicle Mfg. Label (Calif.)
385099	Dump valve main tank tag
385101	Dump valve auxiliary tank tag
385063	Drain cap tag
385267	Excelsa "500" name plate

Rear End Liner (Center Bath)

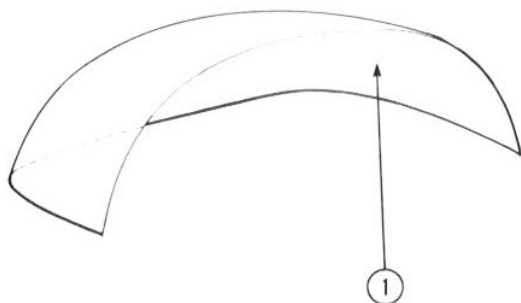


Fig. 38

Rear End Liner (Full Bath)

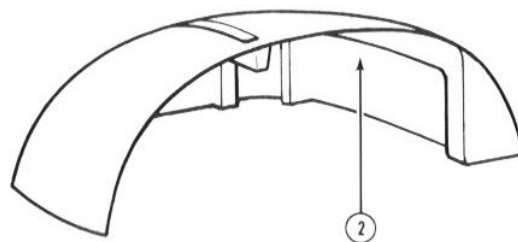


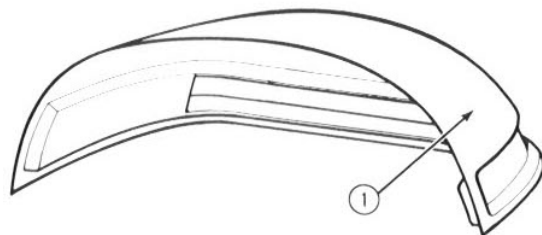
Fig. 39

Rear End Liners

No.	Part No.	Description
1	200101	Rear end liner (shower bath, Excella center bath)
	200666	Rear end liner (Airstream center bath)
2	200087	Rear end liner (Excella rear bath, Airstream rear bath)

Front End Liner

No.	Part No.	Description
1	200261	Front end liner (all models)



Front End Liner

Fig. 40

Front End Liner Removal and Replacement

1. Remove front lounge.
2. Remove top drapery track and drapes.
3. Remove front and side window screens. (See p. 3-11 for detailed removal instructions.)
4. Remove wing window closeout. (See p. 3-12 for detailed removal instruction.)
5. Remove trim extrusion, side window valance, top drapery track, and drapes.
6. Remove all receptacles, switches, speakers, etc. in front liner.
7. Remove all pop rivets where front liner and interior skin mate.
8. Remove approximately 24" of rivets from seam between ceiling and side sheets.
9. Remove pop rivets from top of front window frame. (These rivets go through frame into front liner.)
10. Remove clock (See p. 4-3)
11. Remove reading lights.
12. Remove pop rivets from front wraps. Remove wraps.
13. With interior skin held back, remove all pop rivets attaching front liner to rib.
14. Go over entire front liner to be sure all attachments have been removed.
15. With interior skin held out of way, rotate end liner down and out.
16. For installation, reverse procedures.

NOTE: Minimum of two men will be required. Use No. 30 drill to remove pop rivets.

Rear End Liner Removal and Replacement (Full & Center Bath)

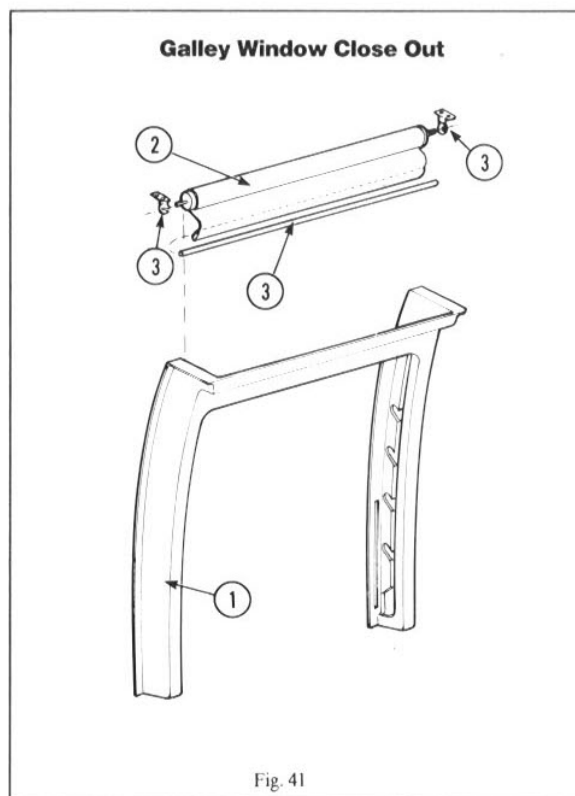
(See Furniture Section for Detailed Removal Instructions of Furniture)

1. It will be necessary to remove all furniture, rooflockers, wardrobes, lounges, or beds, plus divide and partition panels that have been installed from the main door back to the bedroom on the curbside of the trailer. This must be done in order to gain access and to provide room for removing the old endliner and installing the new one. See individual component removal and replacement procedures for details. On

models with curbside galleys, it will not be necessary to remove the galley, but galley divider panels must be removed. It is not necessary to remove plumbing heat ducts, furnace, etc.

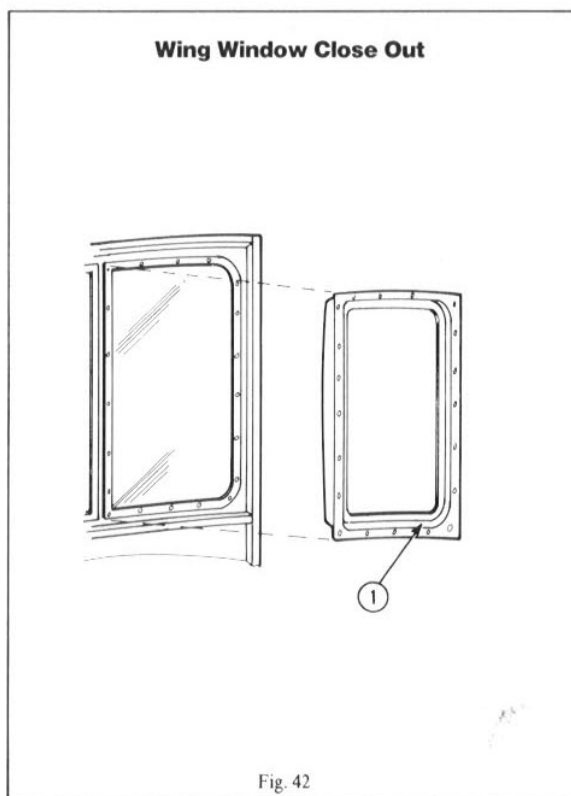
2. Remove roadside bathroom cabinet and wardrobe.
3. Remove bathroom door and header track.
4. Remove rear window screen.
5. Remove light and mirror assemblies.
6. Remove locker assemblies and above window mirror and light assembly.
7. Remove window shade.
8. Remove trim above lavatory.
9. Remove rear inside wraps.
10. Remove rivets from side and roof end liner seam.
11. Remove rivets located through window frame into end liner flange around the window.
12. Very carefully pull outward on liner until window flange will clear window frame.
13. After window frame is cleared, slide end liner down at rear to allow it to clear the roof sheets. As soon as it clears the roof sheets, it must be turned sideways to be removed from trailer.
14. Turn so inside of liner faces curbside of trailer in order to pass through the door opening.
15. When taking in and out of trailer, the liner must be turned slightly to clear door opening. Also, great care must be taken not to damage or scratch furniture remaining in trailer.
16. Install by reversing above steps. It may be necessary to place several strips of metal, 6" x 8" wide and approximately 12" long, under edge of roof sheets to allow end liner to slide past the rib.
17. Usually 3 men are required to remove and replace an end liner.

NOTE: Use No. 30 drill for removal of pop rivets.



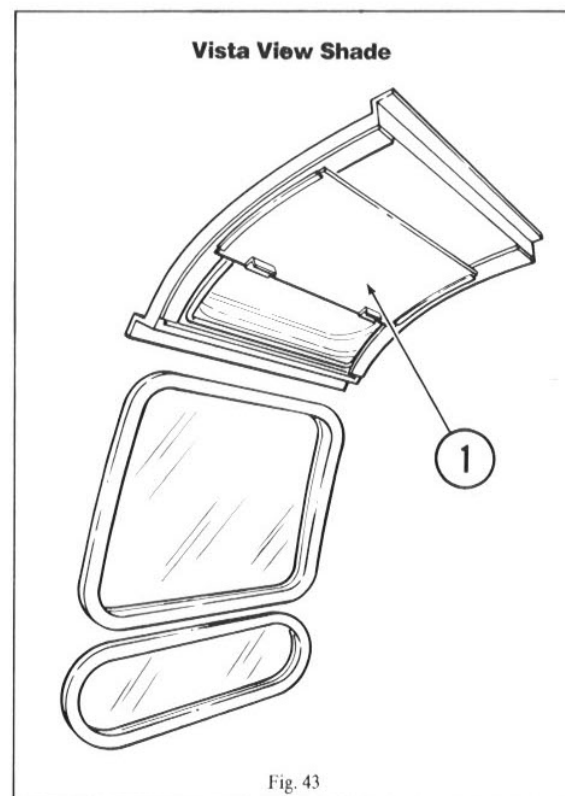
Galley Close Out

No.	Part No.	Description
1	201329	Galley window close out 30" (all except 28'T&D)
	201405	Galley window close out 18" (28'T)
	201450	Galley window close out 18" (28'D)
2	700716	Shade 30" (Excella)
	700611	Galley shade (28'T&D only)
	700086	Galley shade (all except 28'T&D)
3	700332	Rod 30"



Wing Window Close Out

No.	Part No.	Description
1	200287	Wing window close out (curbside)
	200288	Wing window close out (roadside)



Vista View Window Shade

No.	Part No.	Description
1	200552	Vista view shade assembly 18"
	200553	Vista view shade assembly 30"
	200554	Vista view shade assembly 40"

Front Wing Window Closeout Removal and Replacement

1. Remove lower drapery track.
2. Remove front window screen. (See page 3-11 for detailed removal instructions.)
3. Remove pop rivets from sides and bottom.
4. Remove screws from top. Closeout can now be lifted out.
5. For installation reverse procedure.

NOTE: Use No. 30 drill to remove pop rivets.

Galley Window Closeout Removal

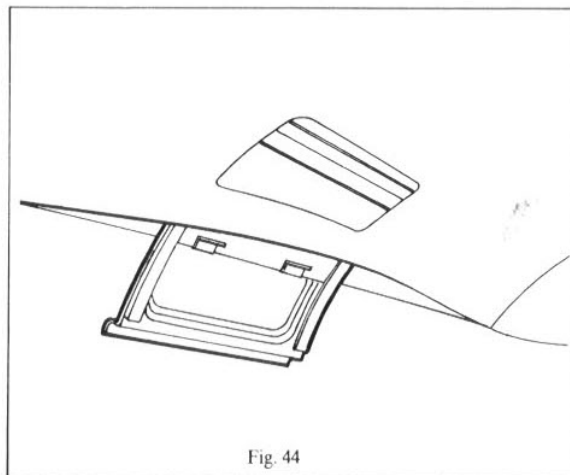
1. Remove window screen. (See page 3-11 for detailed removal instructions.)
2. Remove shade; lift out of slot in right hand bracket, pull right end of shade toward you and rotate it down and out.
3. Remove pop rivets from shade bracket (along top) and from side flanges.
4. Remove screws attaching top to roof locker.
5. Remove rivets securing sides.
6. Rotate top of closeout forward and lift out from behind galley top.
7. To install reverse procedure.

NOTE: Use No. 30 drill to remove pop rivets.

Vista View Closeout and Shade Removal and Replacement

1. Remove drape.
2. Remove roof lockers and/or panels to permit inside skin to be loosened approximately six (6) feet aft of Vista View window. (Care must be taken to prevent metal from buckling.)
3. Vista View closeout frame is held in place at the top and bottom by several hard rivets through the roof. Remove these rivets from the outside.
4. Hold out ceiling skin panel and slide vista view frame out. (Shade will come out with frame.)
5. For installation, reverse procedure using Olympic rivets. (For Olympic rivets instructions, see page 3-18)

NOTE: Use No. 30 drill bit for rivet removal.



Fixed Window Interior Trim Removal

1. Remove drapery and track where applicable. (Use No. 30 drill.)
2. Remove pop rivets from trim.
3. Remove trim.

Multi Dome Assembly

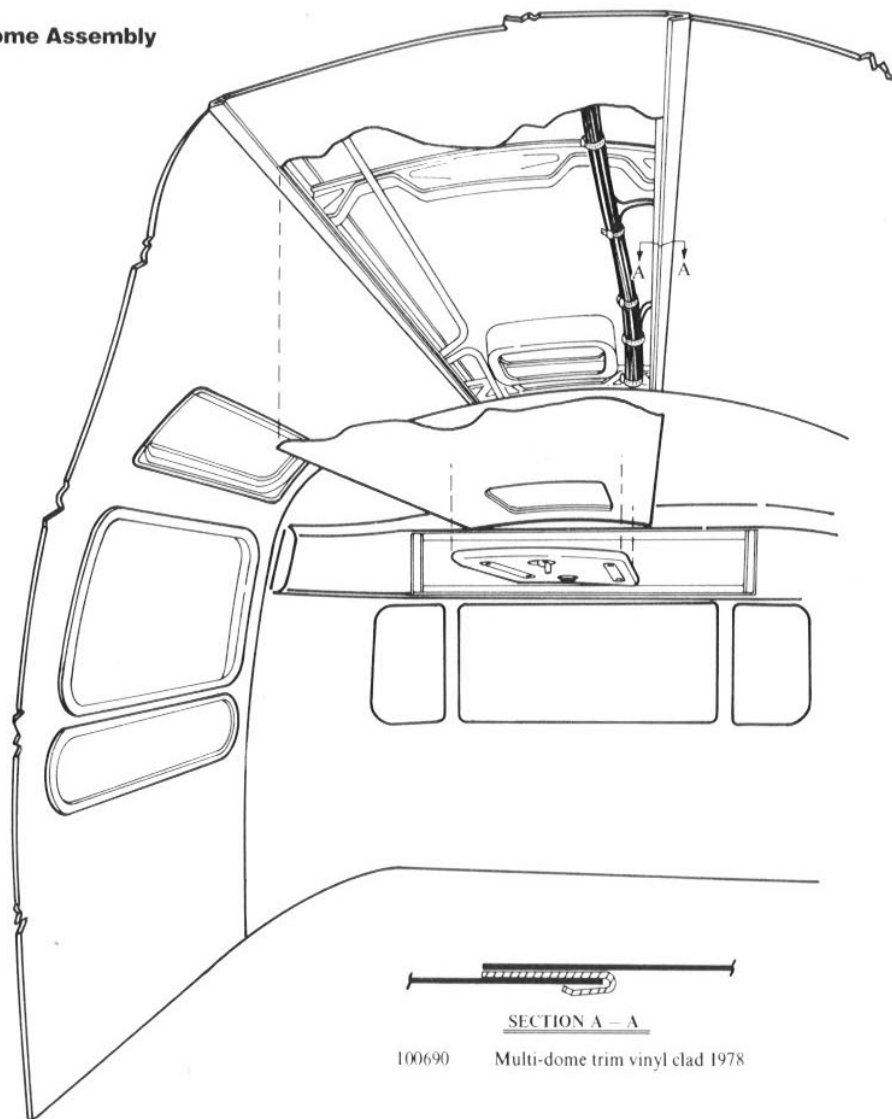


Fig. 45

Multi-Dome Removal & Installation (Rear Bath)

1. Remove ceiling lights.
2. Remove vent screens.
3. Remove TV antenna handle. (Loosen Allen screw and remove from shaft.)
4. Remove rivets from vent frame flanges, using a No. 30 drill.
5. Remove rivets from ribs in multi-dome area.
6. Remove inside unit of air conditioner.
7. Remove foldette door header at galley area if so equipped.
8. Remove sliding bath door header.
9. Remove rivets from bedroom panel wall extrusion which attaches to the multi-dome.
10. Remove rivets at each end of dome.
11. By pulling down on center of multi-dome, it can now be removed. Multi-dome must be slid forward to clear the bedroom panel.
12. Install multi-dome by reversing above procedure using AD43BS colored pop rivets.
13. In some cases a rubber beading is installed under the trim strip to allow the multi-dome to fit tight without a wavy effect. It may be necessary to reinstall this material when making the replacement installation.

NOTE: Use No. 30 drill for removal of pop rivets.

Multi-Dome Removal and Replacement (Center Bath)

1. Remove ceiling lights (See electrical section).
2. Remove vent screens.
3. Remove TV antenna handle (loosen Allen screw and remove from shaft).
4. Remove foldette door and header at bedroom.
5. Remove inside shroud of air-conditioner if so equipped.
6. Because of bath room panels and vent pipe interference, it is not recommended that the multi-dome be removed completely.
7. Using a No. 30 drill, drill out enough rivets from the multi-dome area to allow the curbside to drop down.
8. By pulling down on center of multi-dome it can be removed from trim strip.
9. Install by reversing above procedure using AD43BS colored pop rivets.

NOTE: Use No. 30 drill for removal of pop rivets.

Interior Skin Removal and Replacement

1. Remove necessary furniture to permit access to damaged interior skin.
2. Splices are permitted at ribs only.
3. Splices, where permitted, should always lap to the rear.
4. Splices are usually made where the seam will be concealed by some piece of furniture.

NOTE: Use No. 30 drill to remove rivet. Use No. 30 properly colored rivets for installation of new metal. Install rivets at 4" centers on seams and 6" centers in all other areas.

Refrigerator Vent Scoop Removal and Replacement

1. Remove refrigerator panel. (See p. 13-5, 13-9)
2. Remove shelf above refrigerator.
3. Remove roof locker above refrigerator.
4. Remove rivets securing vent scoop.
5. Remove vent scoop.
6. To install, reverse procedure.
7. Be sure that ventilation area behind refrigerator is sealed from interior of trailer.