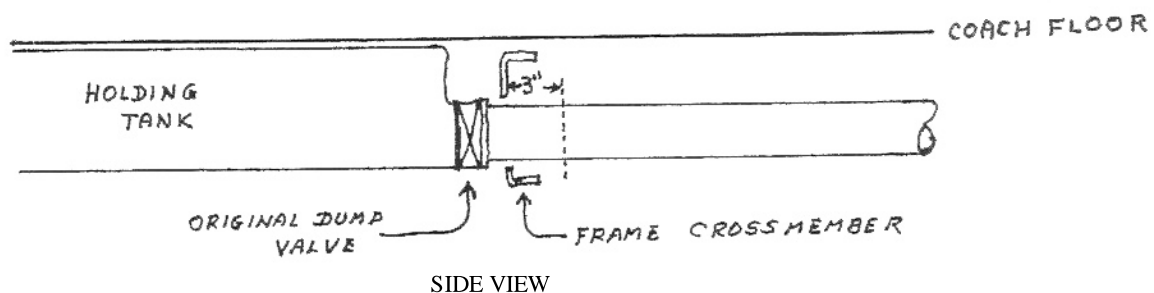


Macerator Kit Installation

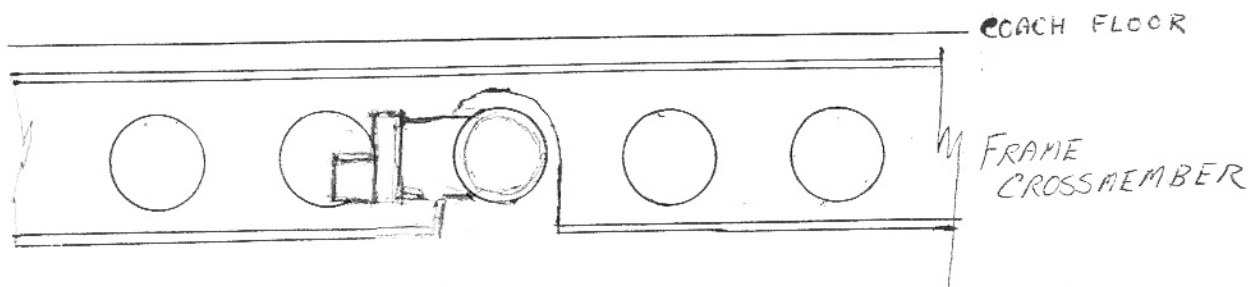
- 1....Drain the holding tank as much as possible
- 2....Raise and block the rear of the coach to allow easy access to the valve at the rear of the holding tank. Do not go under the coach unless it has been supported safely. Do not trust the air bags, they can fail instantly.
- 3....Cut the 3" ABS pipe 3" rearward of the frame cross member as shown in the sketch below. Cut as squarely as you can. A hacksaw works well. Remove the cut off pipe by disconnecting the bracket holding it up.



- 4....File the burrs off the inside and outside of the cut on the pipe attached to the holding tank valve and clean it in preparation for gluing. Do not glue anything yet

- 5....The ABS glue sets up very quickly, so understand the next step in it's entirety before starting. Read the instructions and cautions on the ABS glue container.

- 6....Apply glue to the outside of the pipe cleaned in step 4. Apply glue to the inside of the "Special Tee". Slide the "Special Tee" onto the pipe with a twisting motion and orient it so the 1 1/2" hose connection is pointing toward the drivers side of the coach and parallel to the coach floor. See the sketch below.



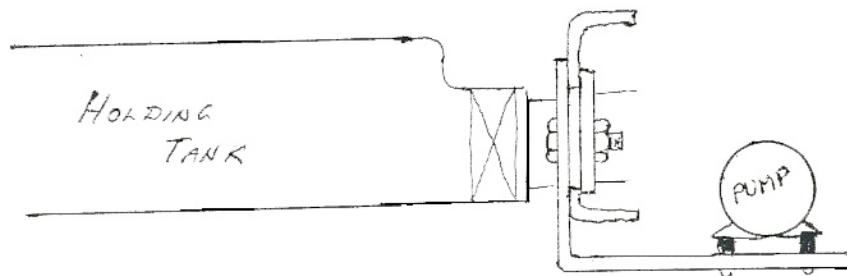
7....Cut 4 1/2" off of the pipe that was removed in step 3. File off all burrs and clean in preparation for gluing. Do not glue yet

8....Slide the 3" pipe section into the flange at the rear of the "Special Tee" assembly and make sure the support bracket fits as it was before. Disassemble.

9....Apply glue to the pipe and inside of the flange and slide together with a twisting motion and oriented the same as it was originally. Replace the support bracket for the pipe.

10....Remove the tee handle from the new slide valve and screw on the "all-thread" extensions. Determine where to drill a 5/16 hole through the passenger side frame rail so the "all-thread" will pass under the exhaust pipe and through the drilled hole. Attach the Tee Handle to the "All-thread" on the outside of the frame rail.

11....With the 1 1/2" suction hose in place assemble the pump and bracket assembly to the frame cross member as shown in the sketch below. Clean any paint or rust from the frame in order to get a good electrical ground connection. When all is aligned tighten the 2 attaching bolts and the 2 hose clamps.



SIDE VIEW

12....Route the 1" discharge hose to the stowage area. This is usually in the Generator / battery area. Fasten the hose to the coach floor aluminum frame with the self tapping screws and plastic hose clips. You will have to heat the end of the 1" discharge hose in very hot water to soften it enough to slide it onto the pump discharge connection.

13.... Temporarily remove the fuse from the fuse holder in the supplied wiring harness. Connect the large ring terminal to the power source, usually the “house battery” side of the solenoid or circuit breaker by the rear batteries. Choose a place to mount the switch. I drill a hole in the aluminum frame at the top rear corner of the compartment opening for the switch. Route the red wire from the switch to the pump supporting it with the plastic hose clips installed earlier and splice to the orange wire on the pump. Use the piece of “shrink wrap” to seal the splice.

14.... Make sure the switch is “OFF” and replace the fuse in the fuse holder. Switch the pump on for a second to make sure it runs.

15.... With the original holding tank valve closed, put about 10 gallons of water into the holding tank. Check for leaks. Open the original holding tank valve and check for leaks. Put the end of the 1” discharge hose in a bucket and run the pump to empty the holding tank and dispose of the water properly.

16... Read the pump instruction sheet. Do not run the pump without liquid in it. The pump needs liquid to lubricate it’s rubber parts. Keep all valves closed except when dumping. The new slide valve that was extended to the passenger side is only opened if you need to dump with the old 3” hose system. Otherwise keep it closed. Some people choose to leave their original dump valve open at all times...this is up to you. I close mine after dumping just to keep it operational.

