

Sealants

Leaks happen! This is especially true in our older Airstream RVs that have seen years of adventure on less than smooth roads. Vibrated by potholes and scraped by tree branches that scratch and dig the surface of the roof, AC, vent, and skylight covers, our Airstreams are vulnerable to develop leaks.

A prudent Airstreamer is continually observing all sealed joints from roof to floor in an attempt to find cracks and seal looseness where non-continuous surfaces meet. It is better to stay ahead of potential leaks than to wait until water is dripping inside. Staying ahead also means you will be sealing leaks that might go unnoticed for years damaging areas behind couches or cabinets, and eventually doing structural damage.

But what sealer should we use for this process? Two of the products that I have used with ease and long term satisfaction are identified for your consideration:

Dicor Lap Sealant – This product comes in a 10.3 fl. oz. caulking gun tube, is available in white or gray, and is self-leveling as it dries. It is manufactured by Dicor in Elkhart, Indiana, and sells for about \$7.00 at larger RV supply stores. My store manager says this product sells 5 to 1 over any other sealant he stocks. It stays flexible, is UV resistant and may be used on EPDM rubber, fiberglass, wood, aluminum, steel, or masonry.



GOOP Marine Contact Adhesive and Sealant – This product comes in a 3.7 fl. oz. squeeze tube, is clear and UV resistant. It is manufactured by Eclectic Products, Inc. of Pineville, Louisiana, and sells for about \$5.00 at Lowe's home improvement stores. It is useful on fiberglass, aluminum and wood, with a clear color that allows original RV colors to show through, making it much less visible after application. When finished just screw on the plastic lid and the material will squeeze out of the tube six months later when you again need it.



Slide-Out Trailer Leveling

Harold Kerns, WBCCI #230, has a hint for those of you that have a trailer slide-out. He levels the rig front-to back with the electric hitch, then puts down the stabilizer jacks. With the main entrance door closed, he inserts the dead bolt key and tries to lock the door. If the dead bolt slides into locked position easily, the trailer is level enough to open the slide-out. If the dead bolt binds, or will not lock, he knows that one or more of the stabilizer jacks are too tight and the trailer frame is twisted slightly, making the door lock misaligned. In this instance he will not open the slide-out until the frame twist is cured. He reports that he has never had any problems with his slide-out because of this precaution.