



URGENT

ROUTINE

MANDATORY

INFORMATIONAL

Service Bulletin

DATE March 6, 1975

NUMBER 2907 40003

<p>ATTENTION: SERVICE MANAGER AND OWNERS</p>	<p>GROUP 7 STEERING</p>
<p><u>DESCRIPTION</u></p> <p>This service bulletin is issued to cover the wheel alignment specifications on all coaches equipped with heavy duty suspension and in brief to define wheel alignment terminology.</p> <p><u>WHEEL ALIGNMENT</u></p> <p>Proper wheel alignment ensures that the suspension and steering systems will function to provide optimum handling, steering, and stability with minimum tire wear.</p> <p style="text-align: center;">CAUTION</p> <p>A normal road operating load should be on the coach for proper wheel alignment. Domestic and automotive systems serviced, holding tanks empty or low, potable water tanks full, normal kitchenware, supplies, and baggage in place in cabinets and closets. DO NOT JACK COACH DURING ALIGNMENT PROCEDURES.</p> <p style="text-align: center;">NOTE</p> <p>If coach was jacked for maintenance work - such as installing a new spring - drive coach with a normal road operating load (see above CAUTION) at least 25 miles before aligning wheels.</p> <p><u>SPECIFICATIONS</u></p> <p><u>Leveling.</u> Coach should be level laterally (side-to-side) and the rear end should be <u>1/8 inch lower than the front</u> (see fig. 1).</p> <p><u>Camber.</u> The angle at which the top of the front wheel tilts out (positive) or tilts in (negative) in relation to true vertical (0 degrees). The coach front wheels are set at the true vertical position (0 degrees) (fig. 1).</p> <p style="text-align: center;">F.M.C., AS OF 12/31/75, NO LONGER PAYS PARTS OR LABOR REIMBURSEMENT AS OUTLINED IN THIS BULLETIN</p>	<p>SUBJECT</p> <p>WHEEL ALIGNMENT SPECIFICATIONS WITH NEW SUSPENSION</p>
	<p>MODEL (S) AFFECTED</p> <p>00646 AND UP 2900R MOTOR HOME AND 2900C CLUB COACHES</p>



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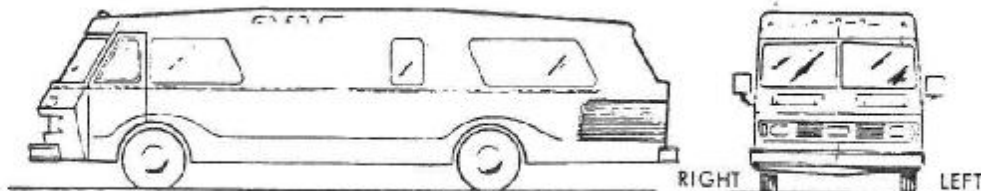
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GROUP
7
STEERING

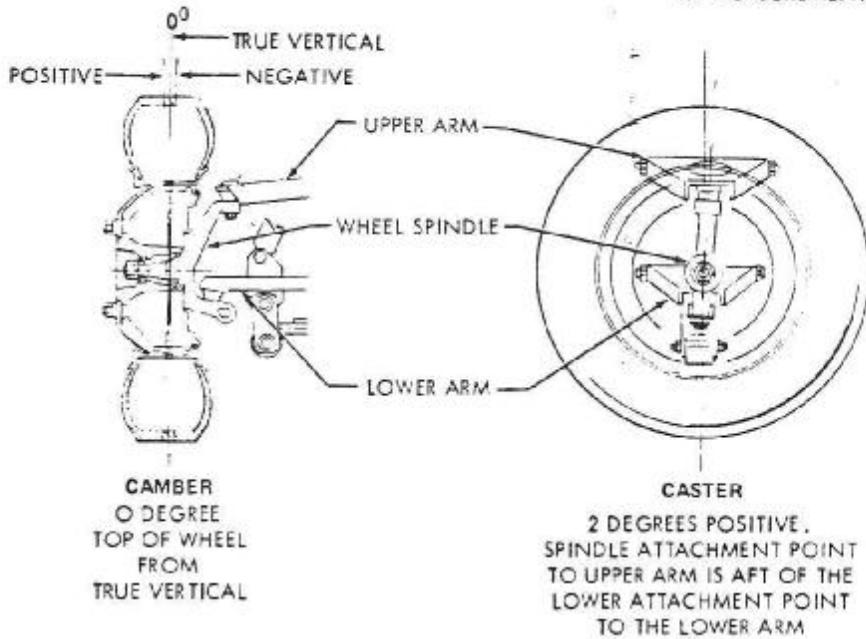
SUBJECT

WHEEL ALIGNMENT
SPECIFICATIONS
NEW SUSPENSION



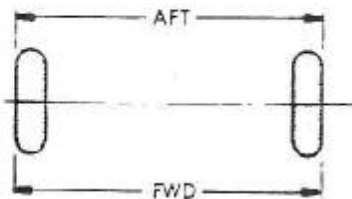
LONGITUDINAL
REAR OF COACH 1/8"
LOWER THAN FRONT

LATERAL
SIDE-TO-SIDE
MUST BE LEVEL
NO DIFFERENCE
IN MEASUREMENTS

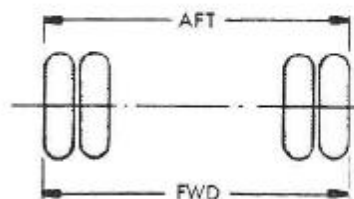


CAMBER
0 DEGREE
TOP OF WHEEL
FROM
TRUE VERTICAL

CASTER
2 DEGREES POSITIVE.
SPINDLE ATTACHMENT POINT
TO UPPER ARM IS AFT OF THE
LOWER ATTACHMENT POINT
TO THE LOWER ARM



FRONT WHEELS
TOE-IN
FWD DIMENSION 1/16
INCH LESS THAN AFT DIMENSION



REAR WHEELS
TOE-IN
FWD DIMENSION 1/8 INCH
PLUS 0, MINUS 1/16 INCH
LESS THAN AFT DIMENSION

MODEL (S)
AFFECTED

00646 AND UP
2900R
MOTOR HOME
AND
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CLUB COACHES

FIGURE 1. WHEEL ALIGNMENT SPECIFICATIONS



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<p>ATTENTION: SERVICE MANAGER AND OWNERS</p>	<p>GROUP 7</p>
<p>(1) Using a cord (twine or string) of approximately 30 foot length, wrap one end around right hand outboard rear tire at approximately hub level. Secure to the inboard side of tire. Pull cord taut and extend length of coach to front tire, and secure opposite end of cord to front tire same position as rear. Front wheels are positioned as adjusted in previous procedures.</p> <p>(2) Check that cord touches front tire fore and aft outboard surfaces evenly; then check for same condition at rear outboard tire.</p> <p>(3) If rear outboard tire surfaces do not contact cord both fore and aft outer edges, adjust rear toe-in at the outboard trailing arm pivot mount block.</p>	<p>STEERING</p> <p>SUBJECT WHEEL ALIGNMENT SPECIFICATIONS NEW SUSPENSION</p>
<p style="text-align: center;"><i>Max L. Snavely</i> MAX L. SNAVELY Service Manager</p>	<p>MODEL (S) AFFECTED 00646 AND UP 2900R MOTOR HOME AND 2900C CLUB COACHES</p>