

## GROUP 0

### GENERAL INFORMATION

#### SCOPE

This Service Manual provides information covering the motor homes built by FMC/RVD. It is divided into functional groups as indicated on the preceding frontispiece of this manual. The functional group system used by FMC/RVD is designed to enable you to quickly find service information. For example, Group 9 "Brakes-Service" contains complete service information on the service brake system on both the front and rear brakes. The applicable model(s) appears in the upper corner of each page just below the group number. The Service Manual consists of a series of individual groups. Each group provides service information for the equipment falling within its category. The service information includes the descriptions and data necessary for mechanics and technicians to understand the various systems and effectively perform service and maintenance.

#### ILLUSTRATIONS

The text descriptions and step-by-step instructions are illustrated, where feasible, to aid in correct identification of components and to improve clarity. Illustrations and tables are located as near as possible to the related text and appropriately cross-referenced.

#### USE OF THE MANUAL

To locate information in the Service Manual, proceed as follows:

- Determine in which system the equipment involved is installed.
- Refer to the preceding frontispiece containing the Functional Group System title listings and find the group number.
- Turn to the divider tab with that number.
- Consult the table of contents preceding each group and locate the page number on which the desired topic will be found.

#### NOTE

The functional group numbers and titles appearing in the Service Manual and in the Repair Parts Catalog are identical to enable fast cross referencing.

This manual should be kept in a handy place for ready reference. If properly used, it will enable the technician to better serve coach owners. All information, illustrations, and specifications contained herein are based on the latest engineering and product information available at the time of publication approval. New and revised data will be forwarded in the form of loose-leaf changes as necessary.

#### WARNINGS, CAUTIONS AND NOTES

The following notations are used, where applicable, to place special emphasis on procedures or call users' attention to precautionary measures:

#### *Warning*

Operating procedures, practices, etc., which, if not strictly observed, could result in serious injury or loss of life.

#### *Caution*

Operating procedures, practices, etc., which, if not strictly observed, could result in damage to the equipment.

#### NOTE

Used where a procedure or condition is important enough to emphasize.

#### ARRANGEMENT OF MANUAL COVERAGE

Each group is arranged into sections. Each section of each group contains information, as applicable, covering the following categories:

**DESCRIPTION** - System description and operation (including electrical, hydraulic, fuel, etc., schematics as applicable), component location, and component functional description.

**TROUBLESHOOTING** - Includes detailed instructions for the determination and isolation of component and equipment malfunctions. Troubleshooting instructions are presented in

Group 0  
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sequential steps in tabular form. Troubles are listed in descending order of those most likely to occur, to those occurring the most infrequently. Troubles for which remedies are obvious are not included. A repair procedure for correction of a specific malfunction is included in separate instructions in the manual and appropriately referenced in the troubleshooting table corrective action column.

**REMOVAL/INSTALLATION** - Includes step-by-step procedures (including how to gain access) for all items for which procedures are not obvious.

**INSPECTION/CLEANING** - Includes inspection methods, equipment used, instructions for inspection of component parts, and brief instruc-

tions for peculiar cleaning methods, specifying use of approved materials and procedures, as applicable.

**REPAIR** - Includes instructions for repair, including references to the Repair Parts Manual for repair kit details.

**ASSEMBLY** - Includes assembly instructions and all pertinent assembly criteria such as clearances, special torque values, safety wiring, end play, and similar data.

**GENERAL INFORMATION** - Includes specifications and servicing, with type of fluids, capacities, how the quantity is checked, and instructions on draining, filling, and filter element replacement, as applicable.

Group 0 General Information - Automotive

**GENERAL:** This group contains information applicable to all other groups. Such items as lubrication, troubleshooting of entire coach, storage, towing, and a description of the part number structure used by the Recreational Vehicle Division are included.

**SPECIFICS:** As applicable

- ...Cleaning of Coach
- ...Grouping Key
- ...Jacking of Coach
- ...Lubrication of Coach
- ...Parts Structure Key
- ...Parts Tables (bolts, screws, nuts, tubing, wire, etc.)
- ...Preventive Maintenance
- ...Servicing of Coach
- ...Specifications of Coach
- ...Storage of Coach
- ...Table of Contents
- ...Tools and Equipment
- ...Towing of Coach
- ...Troubleshooting of Coach



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# Service Bulletin

DATE 31 August 1973

NUMBER 2900 40003

ATTENTION: SERVICE MANAGERS AND OWNERS

GROUP

014 ✓

This bulletin provides both engine oil viscosity and quality recommendations together with information regarding API and SAE designations, and fuel usage recommendations.

SUBJECT

ENGINE OIL  
VISCOSITY AND  
QUALITY RECOM-  
MENDATIONS AND  
FUEL USAGE

OIL

Use only oils bearing the specified API quality classification designations with a viscosity rating suitable to temperature conditions as follows:

1. For ambient temperatures ABOVE +32 degrees F, use SAE 40 oil.
2. For ambient temperatures BELOW +32 degrees F down to +10 degrees F, use SAE 10W-40 oil.

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NOTE

For engine operation in lower temperature ranges and for listing of additional acceptable, but not preferred, SAE oil grades, refer to the 2900R Owner's or Service Manuals

The type of service for which an engine oil is intended is designated by the letters on the container. These are service classifications established by the API (American Petroleum Institute). This system does not replace the SAE (Society of Automotive Engineers) grade number of the oil, which indicates the viscosity or consistency of the oil recommended. Reference to API engine oil classification designating engine oil quality levels, as defined by both the oil and new API engine oil classification system will be common during conversion to the new designations for some time to come. For example, reference to "MS" (old designation) and "SE", or "CC" (new designations), may both appear on many engine oil containers. Only oils of "SE", or "CC" quality levels in the new system (with or without additional reference to designations in the old system) or oils with the old classification "For Service MS", should be used in the coach engine.

(Factory Use Only)  
 Information added to:

OWNER MANUAL (S)

SERVICE MANUAL (S)

PARTS MANUAL (S)

WARRANTY MANUAL (S)

FUEL USAGE

The engine in the 2900R Motor Coach is designed to operate on normal usage gasoline containing at least 0.5 grams of lead per gallon, or equivalent additive, and having a minimum octane rating of 91. Please see that this fuel usage recommendation is followed.

OTHER

*John L. Strever*  
 John L. Strever  
 Service Manager



URGENT

ROUTINE

MANDATORY

INFORMATIONAL

# Service Bulletin

DATE 21 September 1973

NUMBER 2900 40004

ATTENTION: SERVICE MANAGER AND OWNERS		GROUP <u>0</u> <u>GASOLINE</u>
<u>CERTIFIED OCTANE NUMBER</u>		SUBJECT ✓ <u>GASOLINE OCTANE</u> <u>NUMBERS AT RE-</u> <u>TAILERS PUMP</u>
<p>Phase IV of the Presidents Cost of Living Council imposed ceiling prices on gasoline sold at retail. Along with the ceiling price is a requirement that a "Certified Octane Number" be posted for each grade of gasoline. This "Certified Octane Number" is not the usual manner of rating gasolines that most of us are accustomed to. It is a combination of two methods of measuring a gasoline; namely the Research Method (RON) and the Motor Method (MON). The numerical values of each method are added and this sum is then divided by 2 to obtain the "Certified Octane Number" which is posted on the retailers gasoline pump.</p>		MODEL(S) AFFECTED  2900R
<u>OWNERS MANUAL DATA</u>		(Factory Use Only) Information added to:
<p>The Owners Manual for your coach specifies the use of 91 octane gasoline having a minimum of 0.5 grams per gallon of lead. These specifications are still applicable; however, the "Certified Octane Number" equalling the published 91 octane would be 89. <u>In other words, you can use a gasoline with a "Certified Octane Number" of 89 or better in your coach.</u></p>		OWNER MANUAL(S)
<b>CAUTION</b>		SERVICE MANUAL(S)
<p><u>Never use a completely lead free gasoline</u> use of such could cause valve seat damage, result in excessive exhaust emissions, poor performance, and possible engine failure. With the coach engine at the rear, engine knock cannot be readily heard as in a conventional vehicle. This makes it all the more important that your coach ALWAYS be serviced with a gasoline having a minimum "Certified Octane Number" of 89 and that it contains a minimum of 0.5 grams per gallon of lead.</p>		PARTS MANUAL(S)
<p>The use of gasoline with a higher "Certified Octane Number" than specified, for example, "Premium" instead of "Regular", does not produce any additional power for your coach. The consistent use of "Premium" gasoline in a coach designed to use "Regular" is wasteful and is not recommended. Use of "low-lead" gasoline meeting octane and lead requirements is permissible.</p>		WARRANTY MANUAL(S)
		OTHER



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ROUTINE

MANDATORY

INFORMATIONAL

# Service Bulletin

DATE 21 September 1973

NUMBER 2900 40004

ATTENTION: SERVICE MANAGERS AND OWNERS	GROUP
<u>OCTANE NUMBERS</u>	0
<p>The Research Octane Number (RON) is determined in a single cylinder engine under special laboratory conditions. The Motor Octane Number is determined in the same type of engine, but under more realistic driving conditions. The Research Octane Number (RON) is usually about 8 numbers higher than the Motor Octane Number (MON). The difference between the two is called the "sensitivity" of the fuel. The new posted "Certified Octane Number" is somewhere between the RON and MON numbers.</p>	SUBJECT  GASOLINE OCTANE NUMBERS AT RETAILERS PUMP
<u>LEAD ADDITIVES</u>	MODEL (S) AFFECTED  2900R
<p>The octane rating of a gasoline is influenced by the types and amounts of hydrocarbons in the base stock as well as by the amount of lead added. Lead is added to achieve the final 6 to 8 octane numbers (RON). Lead acts as a high temperature lubricant and helps to prevent valve damage caused by a welding action between the valve and its seat. Materials for valves and valve seats on your coach engine were chosen on the basis that fuels would contain some lead. The 0.5 grams of lead minimum per gallon prescribed ensures protection for the coach engine. For this reason it is important that you observe the CAUTION regarding use of lead-free gasolines.</p>	<p>(Factory Use Only) Information added to:</p> <p>OWNER MANUAL (S)</p> <hr/> <p>SERVICE MANUAL (S)</p> <hr/> <p>PARTS MANUAL (S)</p> <hr/> <p>WARRANTY MANUAL (S)</p> <hr/> <p>OTHER</p>
<p style="text-align: center;"><i>John L. Strever</i> John L. Strever Service Manager</p>	



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# Service Bulletin

DATE 10 August 1973

NUMBER 29004 0001

<p>OWNERS, DEALER SALES, AND          ATTENTION: SERVICE MANAGERS</p>	<p>GROUP 0</p>
<p>This service bulletin serves to correct certain coach specifications contained in Section 6 of the 2900R Owner's Manual. On page 6-1 under paragraph entitled DIMENSIONS change Width (overall) to read 8 feet 10 inches, Height (maximum) to read 9 feet 1 inch, and correct illustration accordingly.</p>	<p>SUBJECT           COACH SPECIFICATIONS</p>
<p>On page 6-2 under paragraph entitled BATTERIES change Domestic to read two each, under drivers floor board, change Make to Gould #PB220 6 volts RVD 5101798, change Ampere Hour to 220.</p> <p>On page 6-2 under paragraph entitled ENGINE change Make and Model to read I440-3-4001 beginning with Coach Serial Number 00047 and up.</p>	<p>MODEL (S)          AFFECTED           2900R</p>
<p>On page 6-3 under paragraph entitled ENGINE (continued) change Oil Filter Type to Full Flow, Chrysler 3549957, Carburetor to Chrysler 3698398, Alternator to Chrysler 3412354 35-amp, Spark Plugs to Champion BL-9Y. All of the above changes effective with the I440-3-4001 engine.</p>	<p>(Factory Use Only)          Information added to:           OWNER MANUAL (S)</p>
<p>On page 6-4 under paragraph entitled DIFFERENTIAL change to Rockwell Standard JF-140-X2 effective with Coach Serial Number <u>00257</u> and up.</p>	<p>SERVICE MANUAL (S)</p> <p>PARTS MANUAL (S)</p> <p>WARRANTY MANUAL (S)</p>
<p>On page 6-5 under paragraph entitled ELECTRICAL - DOMESTIC (continued) delete Oven Light 50w - 12 v, change Range Light to read Range and Oven Light 15w - 12 v, change Circuit Breakers to Branch - Fusible Switches 4-20 amp, G-20.</p>	<p>OTHER</p>

*Does not apply to coach 5.*



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# Service Bulletin

DATE 10 August 1973

NUMBER 29004 0001

OWNERS, DEALER SALES, AND  
ATTENTION: SERVICE MANAGERS

GROUP 0

Under paragraph entitled AIR CONDITIONING change automotive BTU Output Maximum (A/C unit) to 28,000 BTU Output-Maximum (heater/defroster) to 36,000, and Domestic BTU Output-Maximum (dual units) to 22,000.

SUBJECT

COACH  
SPECIFICATIONS

Under paragraph entitled DOMESTIC EQUIPMENT add under Furnace the BTU input of 30,000 and the BTU output of 22,500.

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These pages will be corrected on the next change to the Owner's Manuals. Please file this bulletin in section 6 of your Owner's Manual until corrected pages have been issued.

Thank you,

John L. Strever  
Service Manager

(Factory Use Only)  
Information  
added to:

OWNER MANUAL (S)

SERVICE MANUAL (S)

PARTS MANUAL (S)

WARRANTY MANUAL (S)

OTHER