



FMC Corporation
Motor Coach Division
333 Brokaw Road Box 664 Santa Clara California 95052

☐ URGENT

☐ ROUTINE

☐ MANDATORY

☒ INFORMATIONAL

Service Bulletin

DATE 18 September 1974

NUMBER 2907 40002

ATTENTION: SERVICE MANAGERS AND OWNERS

GROUP

7

STEERING

DESCRIPTION

The Service Manual covering the 2900R Motor Home contains incorrect wheel alignment specifications. This bulletin is issued to reflect the latest specifications and in brief to define wheel alignment terminology. Section 7 of the Service Manual will be corrected in the near future to cover these new specifications.

SUBJECT

WHEEL ALIGNMENT
SPECIFICATIONS

WHEEL ALIGNMENT

Proper wheel alignment ensures that the suspension and steering systems will function to provide optimum handling, steering, and stability with minimum tire wear.

MODEL (S)
AFFECTED

00001 TO 00645
2900R
MOTOR HOME
AND
2900C
CLUB COACHES

CAUTION

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.

(Factory Use Only)
Information
added to:

OWNER MANUAL (S)

SERVICE MANUAL (S)

PARTS MANUAL (S)

WARRANTY MANUAL (S)

NOTE

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.

SPECIFICATIONS

Leveling. Coach should be level laterally (side-to-side) and the rear end should be 1/8 inch lower than the front (see fig. 1).

Camber. 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 tilt inward at the top at an angle of 1/2 degree negative camber (fig. 1). If these negative camber specifications can not be obtained, then adjust as close to 1/2 degree as possible.

OTHER 6-7-01
CAMBER 0°
CASTER 3°/4°
POSITIVE
TOE 0" TO
1/8" TOE IN



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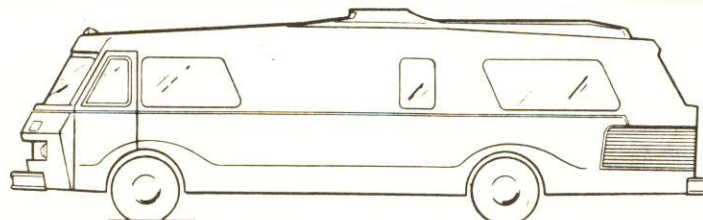
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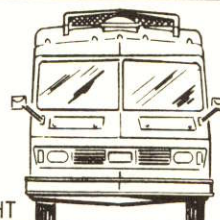
NUMBER 2907 40002

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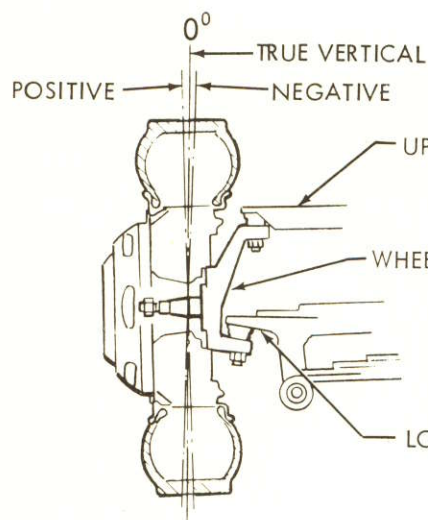
LONGITUDINAL

REAR OF COACH 1/8" LOWER THAN FRONT



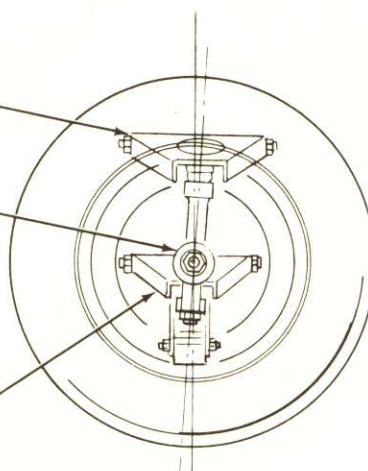
LATERAL

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



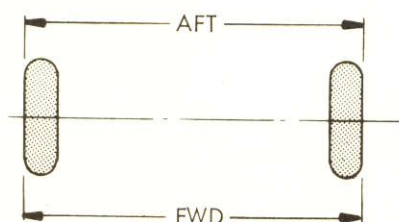
CAMBER

1/2 DEGREE
TOP OF WHEEL TILTS
INBOARD FROM
TRUE VERTICAL



CASTER

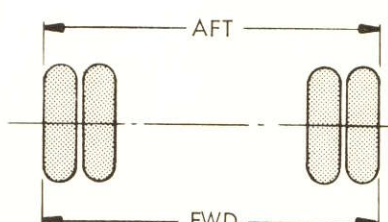
2 DEGREES \pm 0° 15' POSITIVE
SPINDLE ATTACHMENT POINT
TO UPPER ARM IS AFT OF THE
LOWER ATTACHMENT POINT
TO THE LOWER ARM



FRONT WHEELS

TOE-OUT

FWD DIMENSION 3/8
INCH MORE THAN AFT DIMENSION



REAR WHEELS

TOE-IN

FWD DIMENSION 1/8 INCH
PLUS 0, MINUS 1/16 INCH
LESS THAN AFT DIMENSION

FIGURE 1. WHEEL ALIGNMENT SPECIFICATIONS

SD-553

GROUP

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STEERING

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2900R
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|---|--|
| ATTENTION: SERVICE MANAGERS AND OWNERS | GROUP 7 STEERING |
| <p><u>Caster.</u> The forward or rearward angle of tilt from true vertical of the steering spindle as established at lower and upper attachment points to the suspension arms. The spindle attachment point to the upper arm on the coach is aft of the lower attachment point. A center line drawn from the spindle lower-to-upper attachment point would, if viewed from the side, indicate the difference from true vertical to be <u>2 degrees \pm 0°15' positive caster (fig. 1).</u></p> | SUBJECT WHEEL ALIGNMENT SPECIFICATIONS |
| <p><u>Toe-Out (front).</u> The difference in measured inches between the front edges (outer tread edge) of the front tires vs. the difference of the rear edges when measured at approximately hub level. The coach measurement should indicate the front edge tire-to-tire distance to be 3/8 inch more than the rear (fig. 1).</p> | MODEL (S) AFFECTED 00001 TO 00645 2900R MOTOR HOME AND 2900C CLUB COACHES |
| <p>1. Use a 6 inch square and check that the lower aft extending arm on the bellcrank (left hand side) is parallel with the coach frame. If not parallel, loosen nuts and bolts on the clamps at each end of the drag link rod, which attaches the upper bellcrank arm to the pitman arm, and adjust lower arms until parallel; retighten clamps.</p> | (Factory Use Only) Information added to: |
| <p>2. Make a preliminary toe-out check by measuring the distance between the frame and inboard edge of the wheel rim at the rear end of wheel; then measure at front end. The measurement at the front should be 3/16 inch more than the rear measurement.</p> | OWNER MANUAL (S) |
| <p>3. Adjust, if required to obtain the toe-out specified in previous step, by turning the control link rod which connects bellcrank to the spindle control arm.</p> | SERVICE MANUAL (S) |
| <p><u>Toe-In (rear outboard wheels).</u> Measure in same manner as front; forward dimension should be 1/8 inch (plus 0, minus 1/16) less than aft dimension (fig. 1).</p> | PARTS MANUAL (S) |
| <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> | WARRANTY MANUAL (S) OTHER |



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STEERING

2. Check that cord touches front tire fore and aft outboard surfaces evenly; then check for same condition at rear outboard tire.

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.

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SPECIFICATIONS

Max L. Snavely
MAX L. SNAVELY
Service Manager

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