

WHAT EVERY GM OWNER SHOULD KNOW [NEW & OLD]



REGULAR MAINTENANCE

- CHASSIS LUBE 3000 MI (OR EVERY TRIP?) 13 POINTS ON FRNT END
- OIL CHANGE 3-5K MILES OR LONGER
 - SYNTHETIC, REG., DIESEL , API SL. 10W-40,20-50
- ANTIFREEZE 2-3-YR.
- TRANSMISSION 25 K OR SOONER IF TOWING
- FINAL DRIVE SYNTHETIC AND FORGET IT
- BRAKE FLUID FLUSH 2 YEARS
- FRONT WHEEL BEARINGS 25K
- CARB FUEL FILTER CARRY SPARES OR INSTALL IN-LINE FILTER
- AXEL U-JOINTS-DON'T WORRY UNLESS BOOT TORN

MORE MAINTENANCE

- BRAKE PADS, EBC YELLOW STICKY STUFF
- ALIGNMENT, CHECK TIRE WEAR
- RIDE HEIGHT-ANNUALLY. EYEBALL FREQUENTLY
- AIR SUSPENSION, SHOULD HOLD FOR WEEKS IF NOT CHECK FOR LEAKS. BAG EXTERNAL NOT AN INDICATOR OF BAG CONDITION.
- TIRE LIFE-7YRS. CHECK DATE CODE (2613) REGARDLESS OF TREAD WEAR

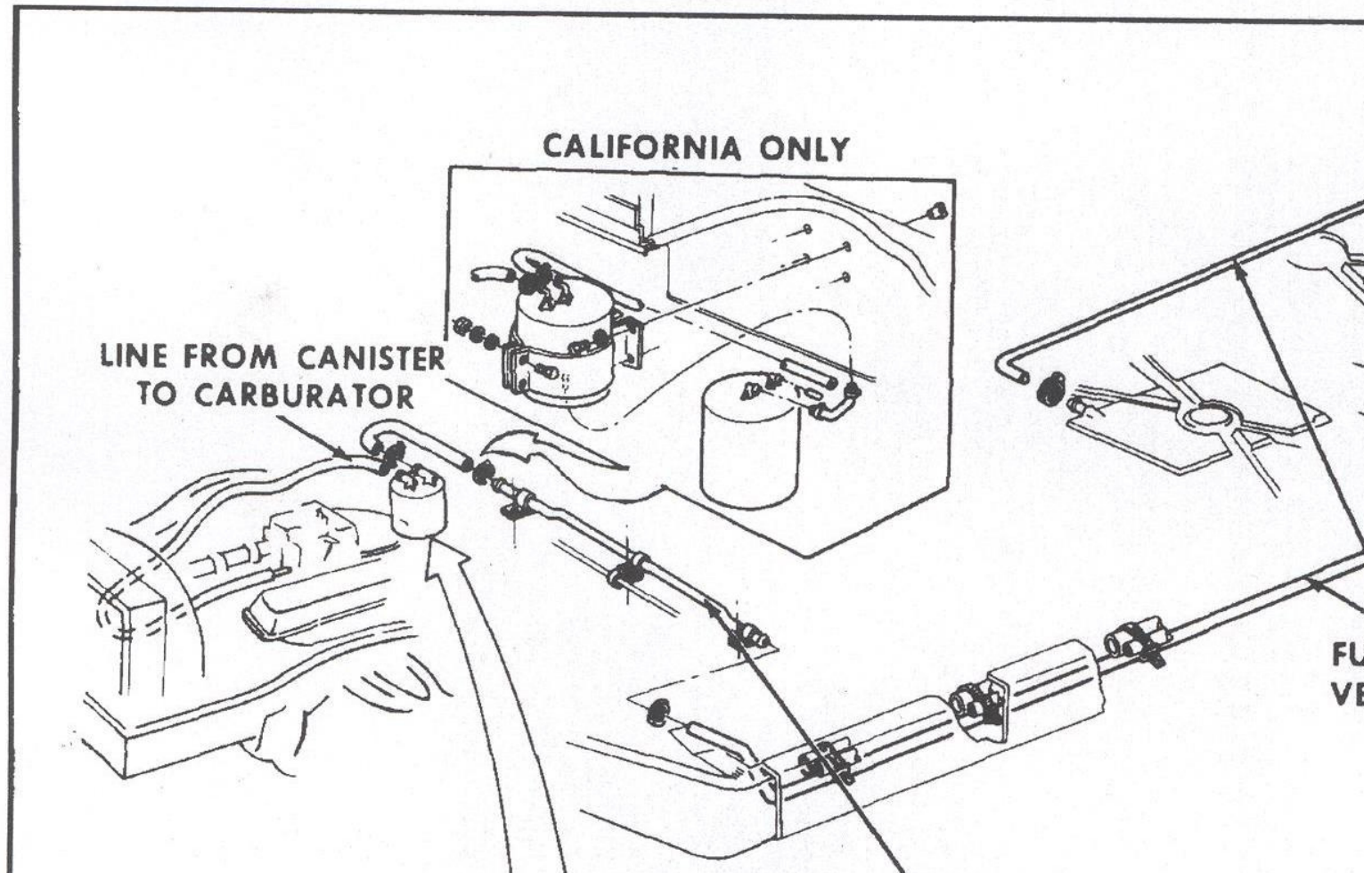
TIRES

- PREFERRED 225-75-16
 - LR D- max load 2335#@65 PSI
 - LR E-max load 2470#@80PSI
- SET INFLATION PRESSURE BASED ON WHEEL WEIGHT FOR BEST TIRE CONTACT AND WEAR.
- i.e.- 2000# load at 55-60 psi.

FUEL SYSTEM

- TANKS
- LINES
- VENT SYSTEMS
- LEVEL SENSORS
- FUEL PUMPS
- CARBURETOR

8-2 FUEL TANK AND EXHAUST



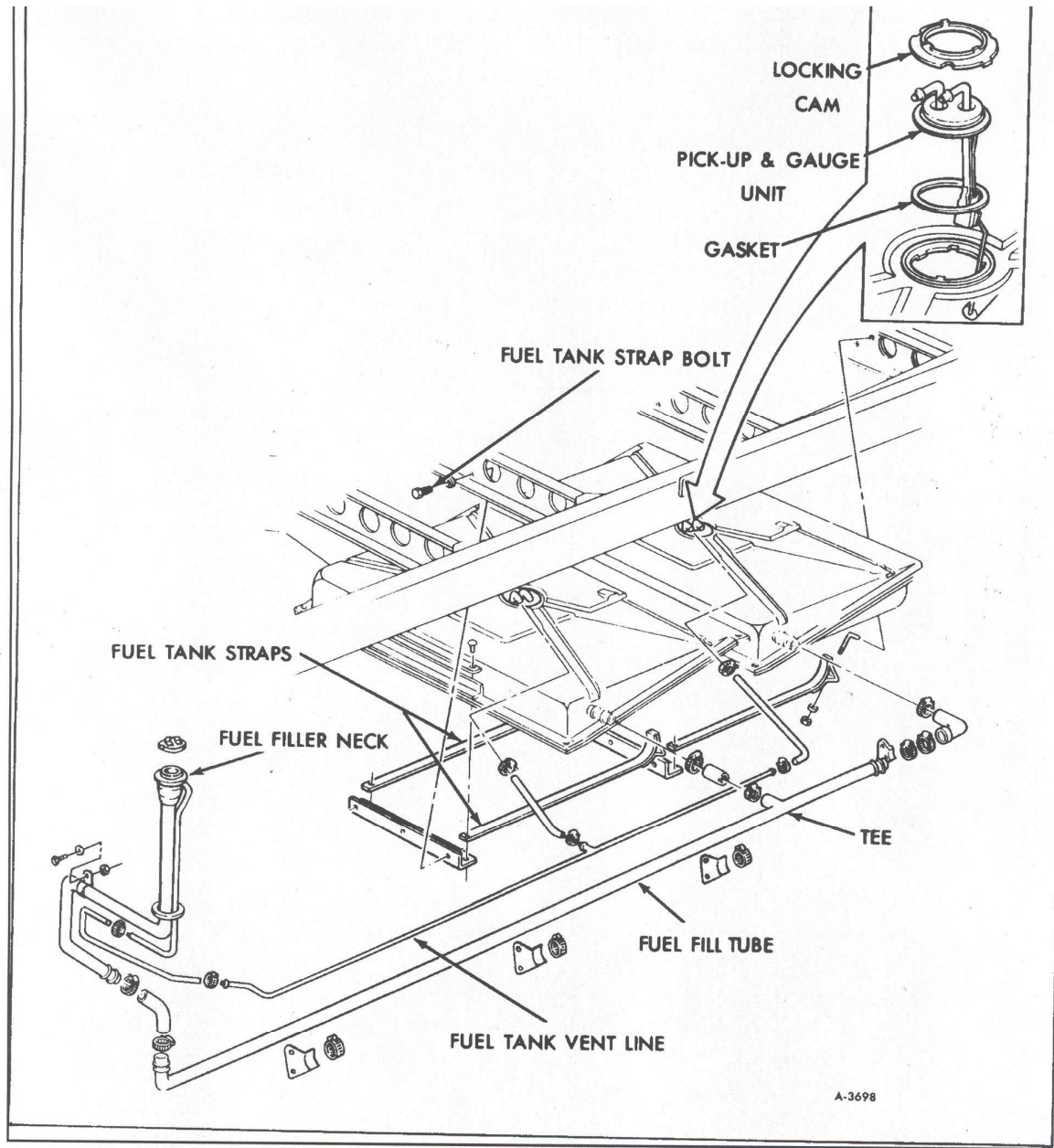


Figure 4—Type 2 Fuel Tanks and Lines

MORE FUEL SYSTEM STUFF

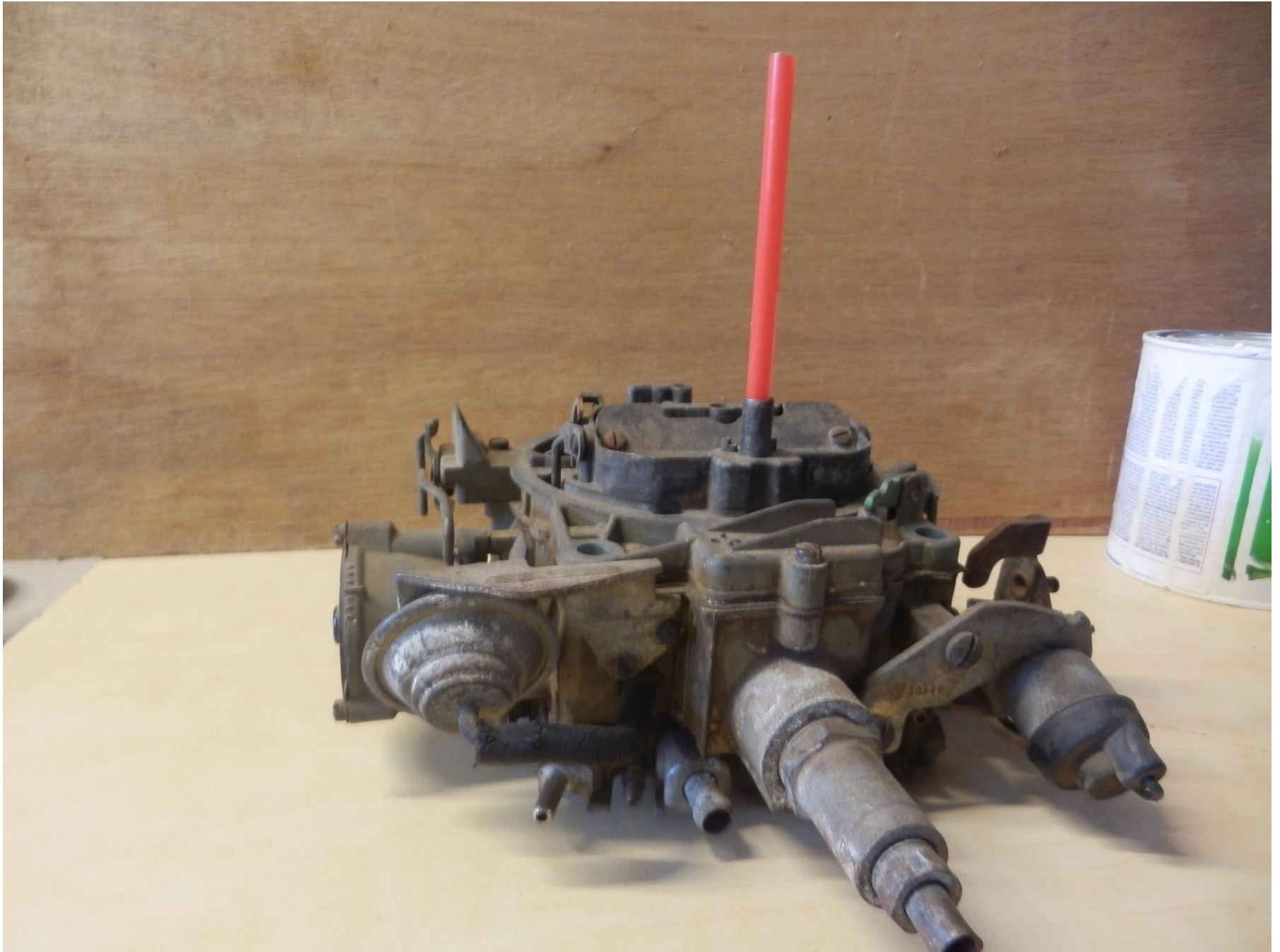
- CHECK IF TRANSFER SWITCH SEALS OPPOSITE LINE IN BOTH POSITIONS
- ELECTRIC FUEL PUMP WIRED TO AUX TANK SWITCH.
- ADDED FUEL FILTER IN RUBBER LINE SECTION AT FRONT CROSS MEMBER.

CARBURETOR

- CARRY EXTRA INLET FUEL FILTERS IF USED
- CHECK FOR FULL OPEN ON PRIMARY BUTTERFLIES
- ARE SECONDARY AIR VALVES FREE.
- 1" BOX END AND 5/8" FLAIR NUT WRENCHES
- BEND FLOOR THROTTLE ARM OR ADD LEAD WEIGHTS
- ADJUST RETURN SPRING-1/2-3/4 TURN

IS IT A CARB PROBLEM?

- CHECK FOR ACCELERATOR SQUIRT
- IS POWER PISTON FREE?
- CHECK FOR VACUUM LEAKS IF IDLE IS ROUGH OR TOO FAST
- CHOKE OPENING WHEN WARM?
- VISUAL
- CHECK WITH STRAW DOWN VENT FOR MOVEMENT
- SPRAY CARB CLEANER NOTE SPEED CHANGE
- FREE? ADJUST RICHNESS SETTING AS LAST RESORT



CARBURETOR NUMBERS

- 455 ENGINE 704354,704254, 704554
- 403 ENGINE 17055154, 17055155, 17058254,
17058559

ONAN WON'T START?

- MAIN TANK HAS +1/2 TANK?
- JUMPER CONTROL BOARD PINS 5-9 TO BYPASS SENSORS
- STILL WON'T START? GMCWS WEB SITE FOR ONAN TROUBLE SHOOTING GUIDE OR SIMMONS TROUBLE SHOOTING DEMO.

CHASSIS AIR CONDITIONING

- FOUR AIR FLOW CONFIGURATIONS
 - EARLY --73—100% OUTSIDE AIR
 - LATER 73-74 ADDED RECIRCULATION
 - DELETED RECIRC AND ADDED LOWER DASH AIR HORN.
 - 77-78 INCLUDES MAX AC WITH RECIRC, 100% OUTSIDE IN NORM AC
- REFERENCE “SEPARATING HOT FROM COLD”
 - ON GMCWS TECH PAGES.

COOLING SYSTEM

- RADIATOR CAP 7-9 PSI WITH BRASS RADIATOR
- AFTER MARKET AL. RAD HIGHER ?PSI
- CORRECT THERMOSTAT 195*
- AFTER MARKET FULL RADIATOR SHROUD
- ADD FLEX SIDE BAFFLES IN FRONT OF RADIATOR DEFLECTS MORE AIR THROUGH

REAR AIR SUSPENSION

- FIRST DESIGN, MANUAL CONTROL VALVES
- SECOND DESIGN, ELECTRIC SWITCHES AND SOLENOID CONTROL VALVES.
- RIDE HEIGHT CONTROL: FIRST DESIGN MECHANICAL VALVES. SECOND DESIGN ELECTRONIC SENSOR.
- SET RIDE HEIGHT WITH CONTROL VALVES

MORE AIR SUSPENSION

- IF IT WON'T HOLD HEIGHT OR COMPRESSOR RUNS FREQUENTLY IN HOLD, THERE IS A LEAK
- POSSIBLE SOURCES:
 - LINES PINCHED BECAUSE OF BODY PAD AGE
 - ORIGINAL CHECK VALVE
 - MECHANICAL CONTROL VALVES
- CONSIDER AFTER MARKET VIAIR COMP. AND WIRELESS CONTROL



DO I NEED TO FIX MY BELT'S ?

- USE THE CORRECT (11MM) BELT
- SET THE BELT ALIGNMENT
- SET BELT DEFLECTION / TENSION TO $\frac{1}{4}$ "
- THE ALTERNATOR BELT
- THE AC BELT

If a V belt is slipping, it is too loose

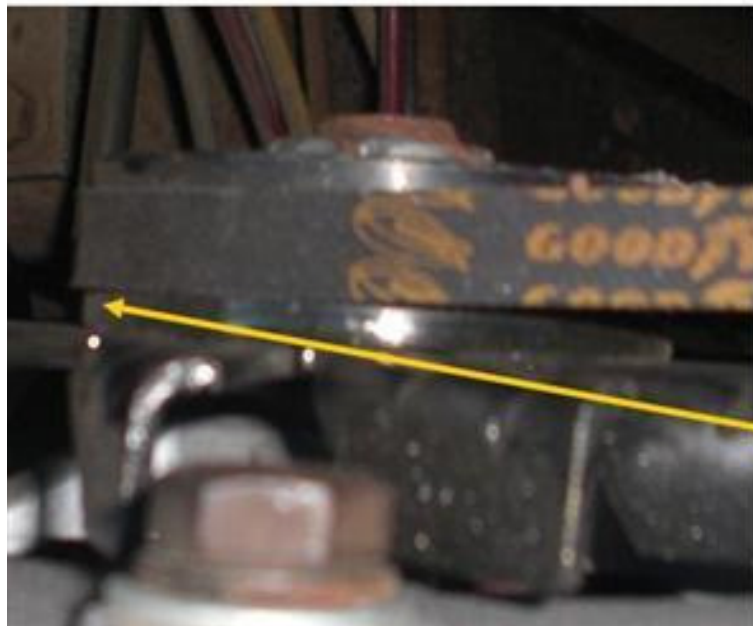


USE THE CORRECT BELT'S

WATER PUMP



ALTERNATOR



Belt must ride high in the pulley

TESTING V-BELT TENSION



- 3- TOUCH ROD TO MIDDLE OF BELT (3 EA)
- 4- MARK ZERO POSITION
- 5- PUSH DOWN (1/4" IS CORRECT DEFLECTION)
- 6- TEST ALL 3 BELTS
- 7- ADJUST BELTS

CHANGED BATTERY CONNECTIONS



4 TERMINAL BATTERY

- STARTER CABLE
- GROUND TO ENGINE
- CABLE TO BOOST SWITCH
- GROUND TO FRAME (SUGGESTED)



2 TERMINAL BATTERY

USE THESE



EVERY CONNECTION CAN DROP 3 VOLTS

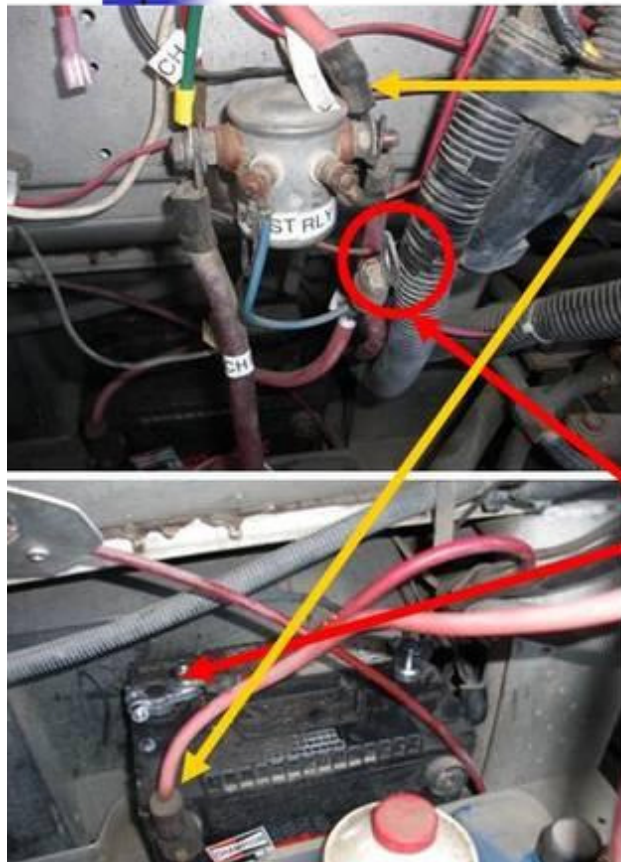


300 amps will
drop 3 volts
each



Engine battery
ground

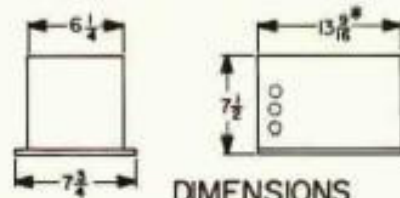
THE EASY FIX IS TO POWER THE STARTER



LEAVE BATTERY CABLE TO BOOST SW
THIS POWERS EVERYTHING ELSE

REMOVE STARTER CABLE FROM BOOST
CONNECT TO BATTERY
THIS POWERS THE STARTER

Goodbye Buzz Box Converter



* TU-430-2T IS 9 1/2" IN LENGTH

Converter output power line must be fused within 18" of converter. All models have a 2 1/2 foot long AC power cord and minimum 18" output leads.

You want to replace your Buzz Box Converter Because :

It Buzzes

It will boil the water out of your batteries

It Does not have Bulk, Soak, Float, and Equalize modes

It should be turned off after about 4 hours

APC CABLE

