



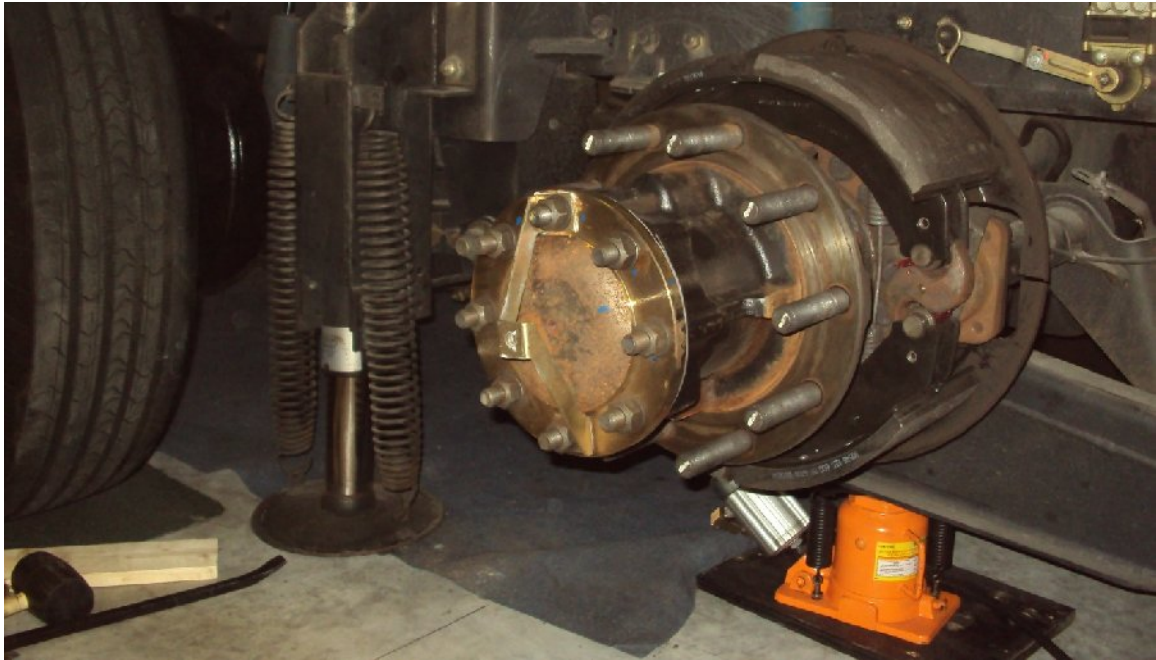
2010 43QGP Allegro Bus

3/22/2013

83 – C - FYI – REASONS TO CLEAN YOUR RV'S DRIVE WHEELS AND TIRES. To begin the drive axle wheel removal I start by loosening the lug nuts prior to jacking up one end of the drive axle using a 20 ton air over hydraulic jack just high enough to allow removal of the wheels and tires. **CAUTION:** THIS IS WHERE I POINT OUT A KYAS (Keep Your Axx Safe). This is my method of safely removing the drive axle's brake drums. Make sure the coach has maximum air pressure in the air system. When you are ready to remove the drive axle brake drum, block the front and rear of the opposite side's drive axle tires to prevent the coach from moving. Go inside the coach and DEPRESS THE PARKING BRAKE SWITCH (just like you would if you were traveling). The air pressure will keep the brake shoes RETRACTED allowing the brake drum to be slid off the brake shoes. While the brake drum is removed DO NOT PLACE ANY BODY PARTS TO BE EXPOSED TO INJURY IF THE SHOES WERE TO SUDDENLY EXPAND.

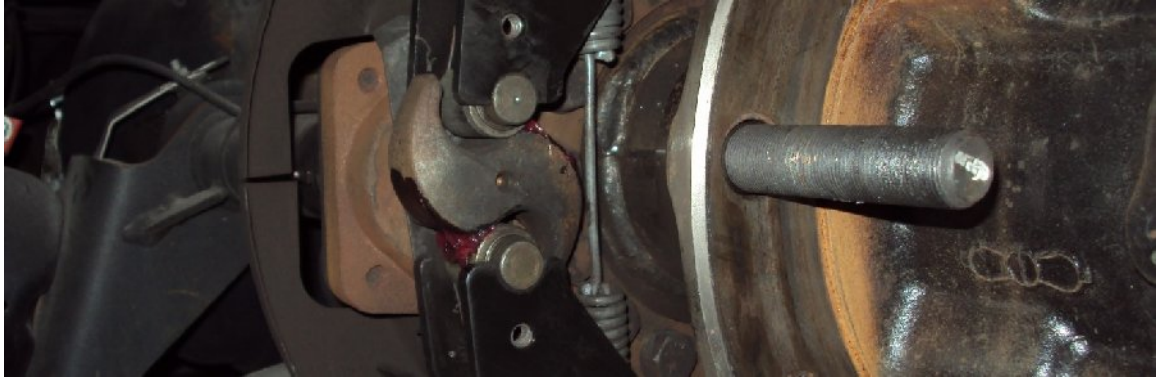


The previous photo shows three years of dirt, grease, road tar, Tiffin's undercoating and coach paint over-spray on inner tire and a WHITE steel wheel. As previously mentioned in file "B" it takes several applications of de-greaser, and Acetone to remove the built up layers. The paired aluminum wheel after cleaning is polished to remove stains then buffed to a high shine.



Not much to add to these photos. The top photo shows the brake foundation after cleaning and light sanding of the brake shoes to remove any surface debris.

The brake drum riding on the creeper has a drop cloth over the blocks to protect everything from my over-spray while painting. After wire brushing and cleaning the brake drum was painted using high temperature black paint.



After mentioning it several times the “S” cam is finally shown in the photo above. The “S” cam when the coach brakes are applied rotates, that rotation spreads the brake shoes on both the tag axle and drive axle brakes. The IFS front axle has Disc brakes which do not use an “S” cam. I have not heard where Tiffin’s Powerglide chassis has problems with the “S” cam JUMPING when the brakes are applied. On the Freightliner chassis when the “S” cam is NOT properly maintained or lubricated it will jump or skip from a no application position to full application position as the “S” cam finally begins to rotate then jumps or skips ahead. A little dab of grease on both sides of the cam as seen above keeps the “S” cam happy. The following photo shows the driver’s side drive axle with its Tiffin gold spray painted tires.

