



2010 43QGP Allegro Bus

12/12/2013

97 - FYI – REPLACING THE COACH DIFFERENTIAL OIL. Where do I start, IMO, the first order of working under the coach is to make it safe to be working UNDER the coach.

The coach is raised by using a combination of 12,000 # per stand jack stands in combination with solid wood ramps under the rear tires and tag axle tires. I use the safety equipment to work the coach high enough to position a 15 gallon bucket under the drain plug. The drain plug on the differential requires the coach be lifted higher to allow the bucket to be slide under the drain.



After working the coach high enough to safely work under to drain the differential, the top differential fill plug is removed. After positioning the drain bucket the bottom drain plug is removed to drain the oil. The magnetic center of the drain plug needs to be cleaned to remove metal dust and filings before the plug is re-inserted.



After the plug has been cleaned and the metal removed it is re-inserted into the bottom of the coach differential.



The oil fill capacity of our 2010 Allegro Bus Powerglide rear differential is 14.5 quarts OR 3.625 gallons of Shell Spirax 75W90 synthetic gear oil. I purchased 5 gallons from Bay Diesel for \$ 37.00 per gallon plus over 9 percent sales tax making the total price a little over \$ 200.00.



I am a lazy person so I use clear tubing and drill pump to pump oil from the bucket into the differential. The blue tape on the side of the bucket is marked to show me how much oil is in the bucket and when to stop pumping. At the 14.5 quart point the oil began flowing out of the top differential plug hole.

