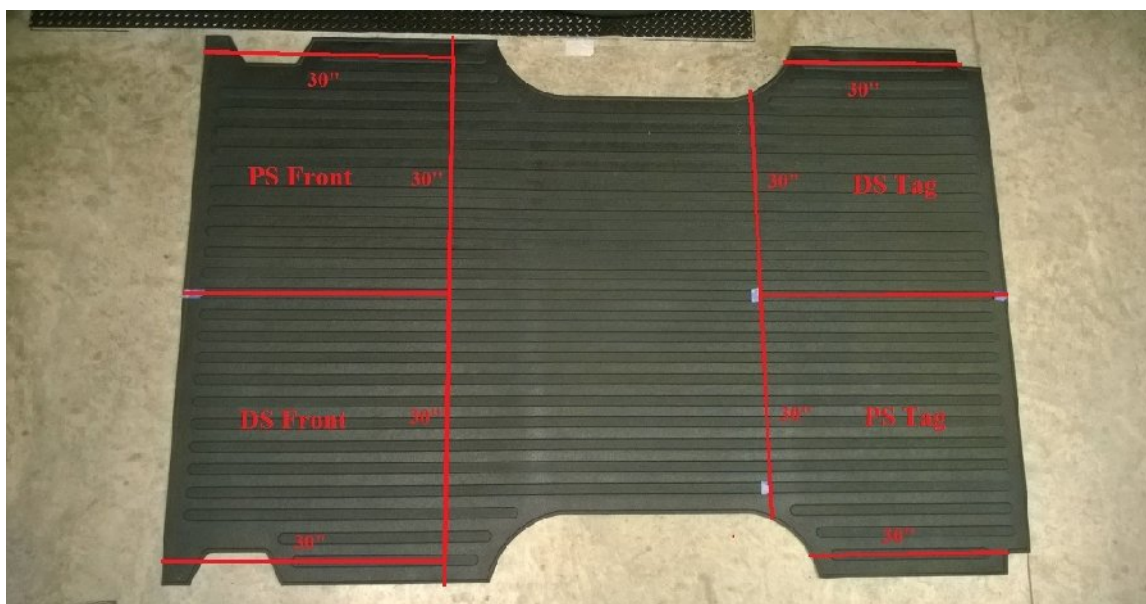




2010 43QGP Allegro Bus

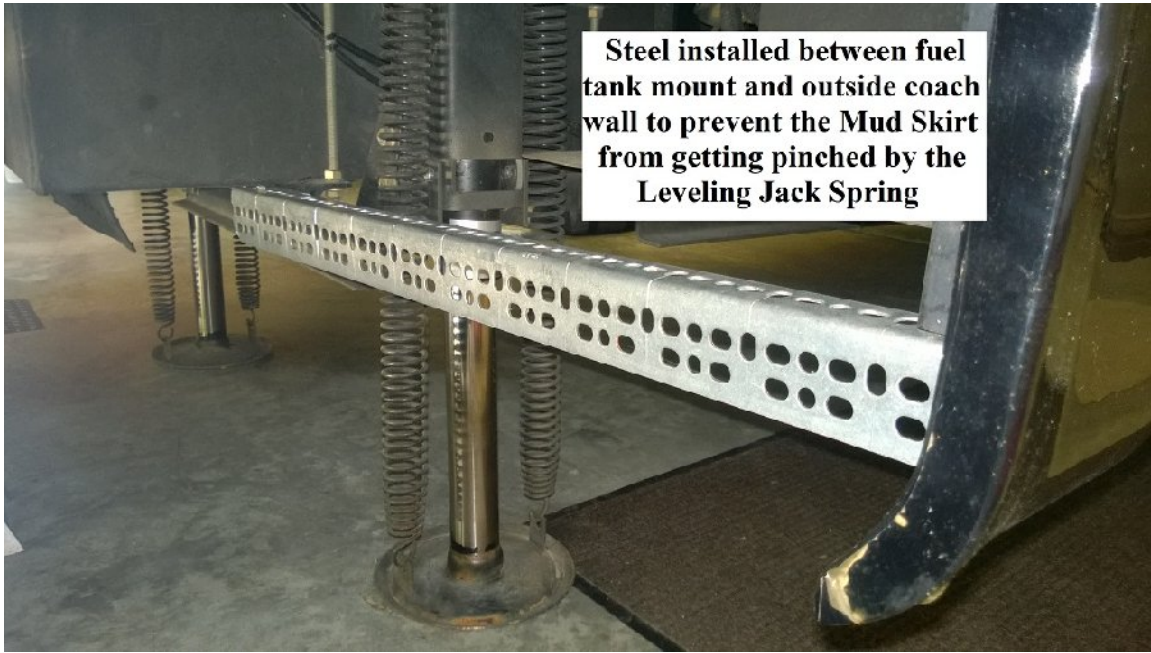
5/2/2015

ONE-HUNDRED-FOURTEENTH - coach modification – **MUD SKIRTS**. After a FULL day of driving in torrential rains the coach was as dirty as it has ever been, the dirty mess included the under-carriage and engine compartment. After spending several days cleaning the coach and its under carriage I decided to install long and wider mud skirts in hopes of preventing another similar mess in the future. The OEM mud skirts were 24" square, the new set are 30" square covering more than 50% more area. Locating either larger Mud Skirts or the material to make larger Mud Skirts was the first order of business. After checking the local truck dealers, Lowe's, Home Depot and Tractor Supply, a winner was located at Tractor Supply. The photo shown below is a 3/8" thick bed liner for a 1999 Ford 250/350 Truck. The MSRP was marked \$ 79.99 a little steep for my desire, however this bed liner must have been in inventory for a good while as they had it on clearance for \$ 41.99. After counting my pennies we headed for checkout. I was pleasantly surprised to see the register ring up \$ 29.99 plus tax totaling \$ 32. 09.



Cathey and I believe, if something is meant to be, things will fall in place without the need to FORCE things to work. As seen above the truck bed liner became four 30" x 30" Mud Skirts for our coach.

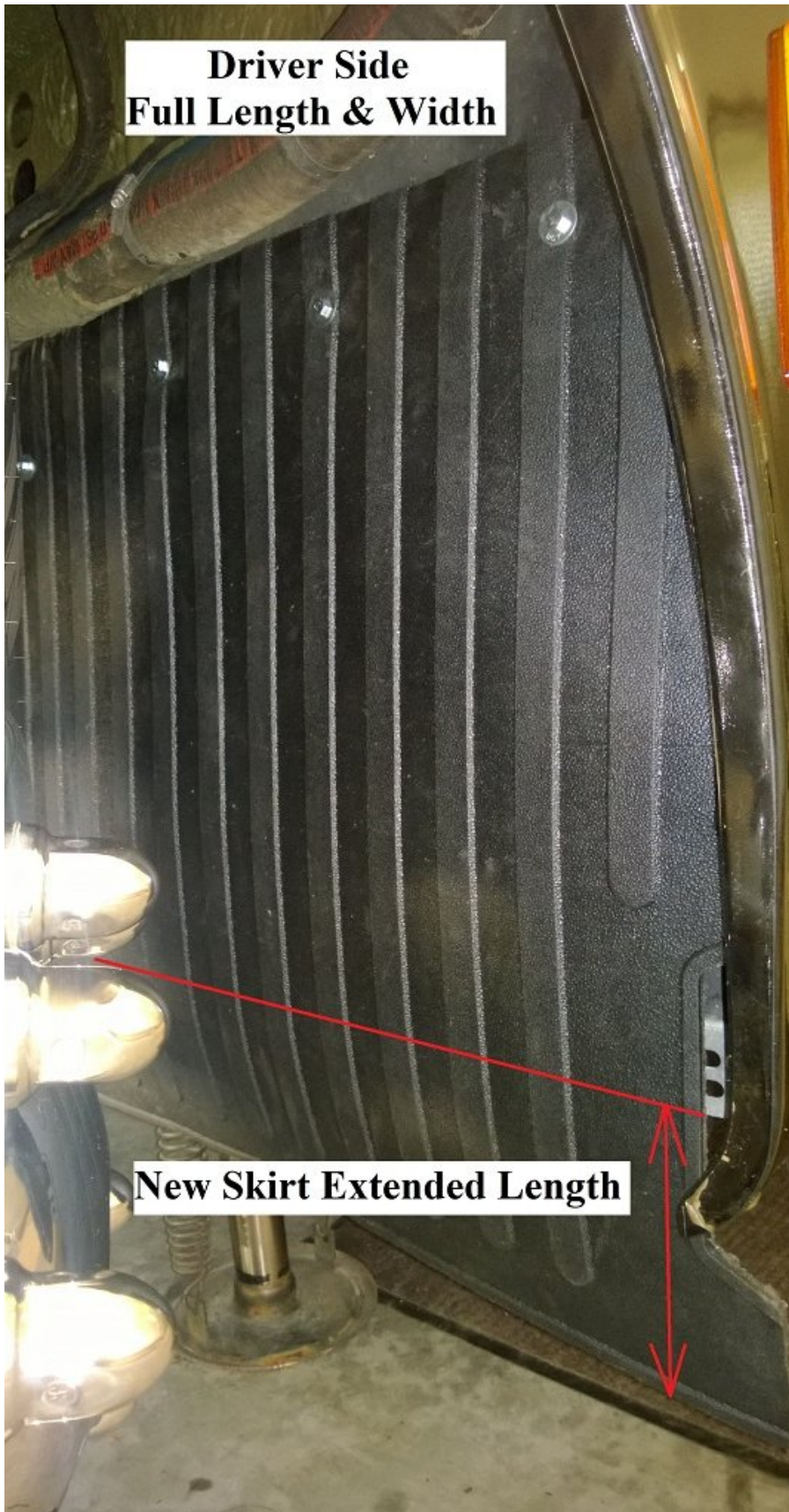
With longer Mud Skirts care was needed to make sure the skirt did not get pinched between the spring coils when the jacks are retracting. After some thought I decided to install some of my leftover steel to prevent the skirt from getting trapped in the spring and damaged.



As seen in the below photo, OEM skirt was not removed, it was left in place.



Construction of D/S and P/S front skirts and installation are the same.



The new skirt runs from the chassis frame to the outside wall of the coach. During the rain storm we drove thru, water was able to get into both HOUSE battery compartments. In an attempt to prevent future occurrences of water intrusion into the compartments new longer and wider mud skirts were installed. Time will tell whether the modification is a success or a dismal failure. The rear mud skirts were both designed cut and installed similar to the front skirts. To make installation of the rear skirts easier the tag

axle wheels were removed, allowing more room for me to work.



My attempt on the rear of the coach was to prevent the high volume of water and dirt from getting past the OEM mud skirts as there was nothing between the OEM skirt and the frame to prevent water and debris thrown up by the

tires from splashing up and into the engine compartment. The new skirts should prevent that from occurring in the future.



The 30 inch width of both rear skirts completely blocks the area between the coach sidewall and the chassis frame.

I guess I've been around Tiffin's work too long, I decided to use #14 x 1" self-drilling screws with a large flat washer to secure the mud skirts to the OEM skirt hanger using these screws makes the installation quicker and cheaper.

Financial cost of the Mud Skirt project was about \$ 40.00 the number of bumps and bruises to my body is another matter. 🤪