

Group 6 Rear Suspension

GENERAL: This group contains information on the rear wheel suspension components designed to suspend the coach above the ground.

SPECIFICS: As applicable

...Control Arms and Associated Parts

...Shock Absorbers

...Torsion Bars

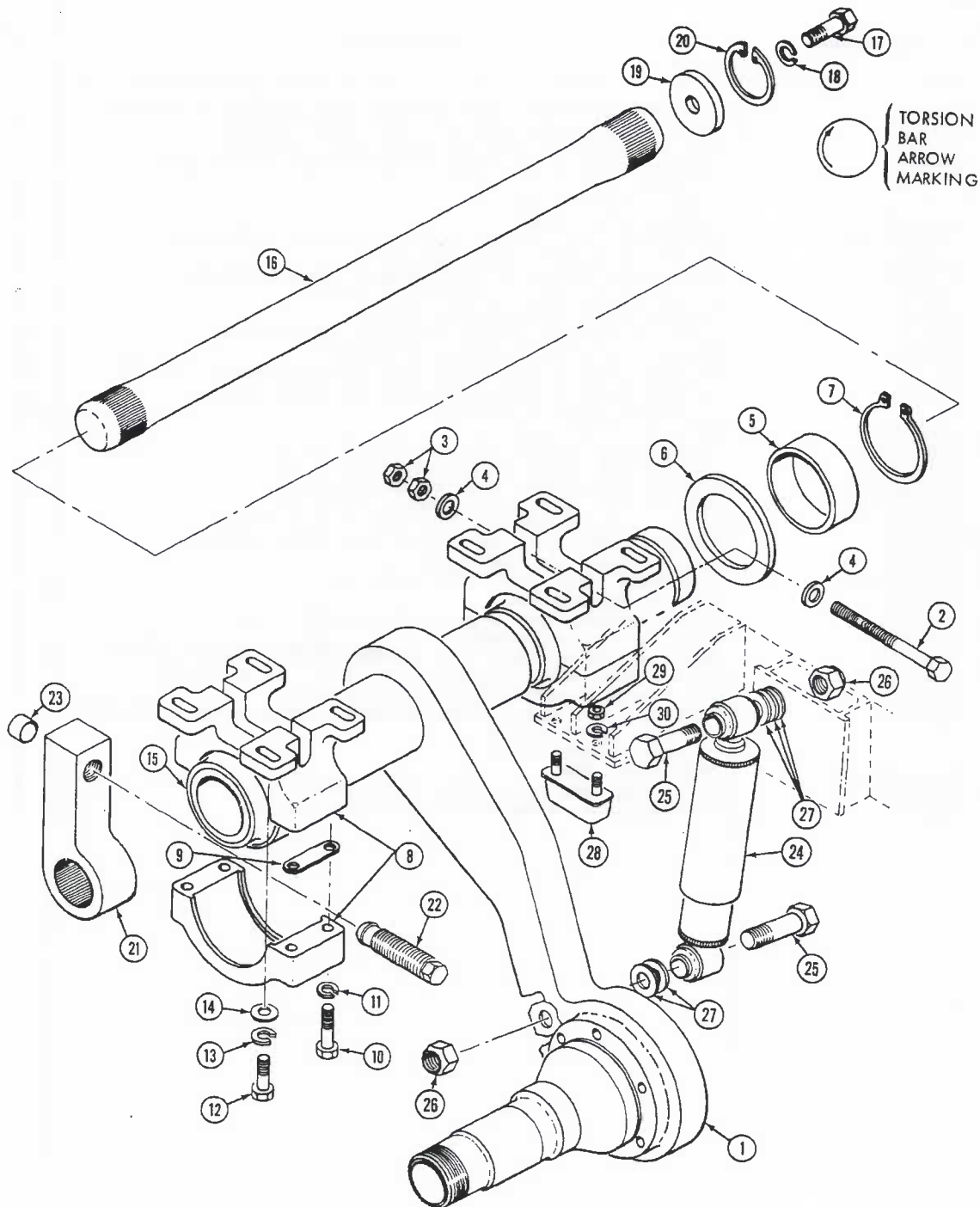


FMC Corporation
Motor Coach Division
333 Brokaw Road Box 664 Santa Clara California 95052

REPAIR PARTS LIST

GROUP 6 Rear Suspension

MODEL 2900R



SD-1010

Figure 6-1. Rear Suspension



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Recreational Vehicle Division
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REPAIR PARTS LIST

GROUP 6 Rear Suspension
MODEL 2900R

FIG NO.	ITEM NO.	PART NUMBER	ITEM DESCRIPTION	QTY PER UNIT
6-1	1	5107140	TRAILING ARM ASSY, Left & Right (SUP 5100152 & 5100153)	1
	2	M18092	BOLT, Pivot block assy to frame (1/2-20 x 6)	4
	3	M17087	NUT, Pivot block assy to frame bolt (1/2-20)	8
	4	M17018	WASHER, Pivot block assy to frame bolt (0.531 ID x 1.062 OD)	4
6-1	5	5101134	SPACER, Pivot tube	2
	6	5100403	FLANGE, Pivot tube	4
	7	5100449-02	RETAINING RING, Spacer and flange (TRU 5100-350)	4
	8	5100085	PIVOT BLOCK ASSY, Trailing arm	4
6-1	9	5100085-03	SHIM, Pivot block (0.062) (Coach 00001 to 00754)	8
	10	M18109	SCREW, Pivot block (1/2-13 x 2 3/4)	8
	11	M17006	WASHER, Pivot block screw (1/2)	8
	12	M18054	SCREW, Pivot block assy to frame (1/2-20 x 2)	16
6-1	13	5109082	WASHER, Pivot block screw to frame	16
	14	M17006	WASHER, Lock, pivot block assy to frame screw (1/2 ID)	16
	15	M17018	WASHER, Flat, pivot block assy to frame screw (0.531 ID by 1.062 OD)	16
	16	5100049	BUSHING, Pivot tube	4
6-1	16	5100029-01	TORSION BAR, Right side (Models A, J, M)	1
	16	5100029-02	TORSION BAR, Left side (Models A, J, M)	1
	16	5106325-01	TORSION BAR, Right side (Models C, D, E)	1
	16	5106325-02	TORSION BAR, Left side (Models C, D, E)	1
6-1	17	M18003	SCREW, Disc to torsion bar (5/8 - 11 x 1-1/4)	2
	18	M17008	WASHER, Lock, disc to torsion bar screw (5/8 ID)	2
	19	5100224	DISC, Torsion bar retainer	2
	20	5100449-01	RETAINING RING, Disc (TRU 5000-275)	2
6-1	21	5100130	ANCHOR, Torsion bar	2
	22	5101005	SCREW, Torsion bar adjustment (1-1/4 - 12)	2
	23	5101006	SEAT, Adjustment screw	2
	24	5100990	SHOCK ABSORBER, Rear (GAB 6040 <i>6040 - Monroe 14028</i>)	2
6-1	25	M18093	BOLT, Shock absorber attaching (3/4 - 16 x 3 1/2)	4
	26	M17029	NUT, Shock absorber bolt, 3/4 - 16UNF	4
	27	M17030	WASHER, Flat, shock absorber bolt (13/16 ID by 1-1/2 OD)	6
	28	5100191	Upper shock bolts	4
6-1	29	M17010	Lower shock bolts	2
	30	M17007	STOP ASSY, Bump	4
			NUT, Stop assy attaching, 3/8 - 16UNC	4
			WASHER, Lock, stop assy attaching, 3/8 ID	4

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RVS Corporation has tracked the deterioration of the historically magnificent driving characteristics of the FMC motorhome product line over the past year with great concern and interest. Specifically a 1976 FMC motorhome owned by a personal local friend. Subject motorhome has been serviced and aligned by the factory or by RVS since new. The same coach, same equipment, same personnel. Never the less subject vehicle had transformed from a dream to a discomfort to drive. Another long time FMC owner with a 1974 motorhome from Poulsbo, Washington expressed similar concerns. RVS Corporation took the problem first to retired FMC Corporation motorhome executives whom have helped in the past to solve FMC motorhome repair problems, then to former engineering FMC Corporation personnel and finally to a major suspension subcomponent and spring manufacturer. The combined studies; investigation and conclusions all pointed to a torsion bar fatigue problem, not a front suspension problem. With personal reservations RVS installed a simple stabilizing system on the 1976 FMC motorhome under the direction of the combined engineered guidelines. Amazing steering /over steering, wandering corrected. Installed same on subject 1974, from Poulsbo, Washington. AMAZING SAME RESULTS. Since both FMC motorhome owners are retired professional pilots one can only assume their driving skills are exceptional as well as their ability to recognize the problematic steering problem and the resultant correction. Further fringe benefits have proven to be tremendous side to side stability, greatly reduced porpoising front to rear and elimination of bouncing of the rear of the vehicle. A genuine increase of 5000 lbs of lift is achieved on the rear or other wise a major increase in towing or load carrying capacity without any loss in ride properties. For that small segment of diesel powered FMC motorhomes with additional rear weight factors subject stabilizing system or kit is a tremendous chassis/suspension improvement.

Total kit Cost \$363.00 plus tax
FMC Motorhome \$224.00 labor
Other Motorhomes call for quote

Call 800-821-2266 ,RVS, for further details.

INSTALLATION OF REAR STABILIZER AS INSTALLED ON AN FMC MOTORHOME

FMC
#460

4-94

Weld steel plate to top of trailing arm as pictured.
Install with coach elevated.

Rubber stabilizer will be riding on welded plate when coach is on the ground.

CAUTION: MAKE SURE STEEL PLATE IS NOT RUBBING ON TIRE
Radial tires have more clearance than bias ply tires.

Total Kit Cost \$363.00
FMC Motorhome \$268.00

Use the following measurements as guidelines:
Factory original specification; 16 3/4"
Average frame to ground height; 15 3/4" - 17 1/8"
Vehicle height jacking points to ground; 16 1/2"
Note: remove original bump stop, drill aft hole 1/2" elongate same hole inboard
install rubber stabilizer in aft, elongated, hole

