

# GMC Motor Coach 'True West' Owner's Manual



## QUICK START

1. Please note in the Log that is stored behind the passenger seat the date, location, odometer miles and all fuel purchases.
2. Check Smart car connecting pins and cables and that car is in neutral with emergency brake off.
3. Check that rear hatches are closed and locked.
4. Check that all drawers and cabinets are locked down and loose items stored.
5. Set your destination in the NAV system, this can only be done while parking brake is on
6. Turn on the air compressor and set Air Ride to Travel position.
7. Adjust mirrors, seat and wheel tilt.
8. To start engine, turn key part way and watch fuel pressure gauge. If it does not come up to 40 psi+, turn key on and off until pressure come up. Then turn key to start and check gauges.
9. Release parking brake.

DO NOT TRY TO BACK UP WITH SMART ATTACHED

# GMC Motor Coach 'True West' Owner's Manual

## INTRODUCTION

This coach was designed and built by GMC in 1973. Her VIN number is TZE033V1010989, originally a Sequoia model.

Over a period of several years, this coach was disassembled and completely rebuilt for G. Daniel Prigmore, returning to service in 2009 some 26 years after being built. The mechanical work was carried out by Leigh Harrison GMC of Woodbridge, VA, the bodywork and interior fit out were carried out by Fairhaven Shipyard, Fairhaven, Ma. A full list of suppliers is included in specifications section.

The GMC motor coach is unique among the RV's, motorhomes and motor coaches as it is the only one designed and built as an integrated unit, as opposed to a unit added onto or inserted in a truck or bus frame. The result is the unique low profile and uni-body design. The body is a combination of fiberglass and aluminum. A history of the GMC can be found on wiki at 'GMC\_motorhome'.

Think of this coach as an automobile with a house attached, they operate as independent units. The automotive unit is essentially an Oldsmobile Toronado drive train based on a 455ci engine which has been updated with computer controlled fuel injection, disk brakes and the like. The house unit is essentially the same as a small yacht with a generator, heating and cooling, fresh and wastewater tanks, bathroom, galley, dinette and sleeping area. If you need service, find a good GM mechanic and provide him with this manual; otherwise he will spend hours trying to figure out what you are driving.

This manual is divided into four parts:

1. Orientation
2. House Systems
3. Automotive Systems
4. Storage
5. Pioneer Navigation system
6. Specifications and sources for coach and equipment

This document is available on the iPad on the vehicle.

G. DANIEL PRIGMORE

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## Section I Orientation



### Introduction

There are two separate parts of this vehicle, the automotive (everything to do with stop and go) and the house (everything behind the drivers seat).

In the unlikely situation where you find the vehicle in Stored condition or are placing it in Stored condition, you must follow the procedures outline in Section IV Storage.

Typically, you should be able to fire up the various systems, fill the tanks, provision the galley, and head out for a wonderful trip. This vehicle is fully equipped in the galley, sleeping and bath as you would expect to find in a five star hotel. The vehicle is always left in a fully serviced condition.

There is a log that is kept in the bookcase behind the passenger seat. Please enter the odometer readings, passengers and travels each day. Also please record all fuel purchases, maintenance issues and suggestions in the log. Please make corrections to this document as you read it.

### Keys and Papers

There is one key (oval head) for the coach that opens the side, and only door. **Please note that in case of emergency the rear window of the coach is designed to be kicked out from the inside.**

The other key (square head) goes in the ignition. There is an emergency set of keys under the passenger side hood in the fluids tray. On hooks inside the door on the left are several other keys. The large key is a spare for the Smart car. The odd looking key is the 'key' for use in opening the rear outside hatches. The last key is for the cable for the tow bar on the rear bumper.

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The GMC by the numbers:

Vin # is TZE033V101989

FL tiile #: 103462204

FL Plate: GMC 1973

Progressive Insurance 36132873

Family Motor Coach Association # 411860

Smart

FL Plate LB7AX

Progressive Insurance #80421033-5

GMC paperwork behind passenger seat, Smart in the glove box.

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## Interior Orientation

On your left, passenger side rear, are several mats in the storage rack. Please use one outside and one inside. The shoe basket to the right should be used for guest shoes, particularly in sandy places. The bookcase to your right has local guides and a US map book to the right of passenger seat. **Note the fire extinguisher straight ahead under the forward settee.**

On your left above the counter are three light switches, overhead cabin lights, exterior light, and night courtesy lights. On your left is the galley.

## Galley



Facing the galley, on the left side, there is a swing down piece of additional counter top, lift it and swing out the folding support. When this is down, be sure it clips to keep from rattling. Under this is the liquor cabinet.

The partial sink cover is a cutting board; in the sink are dish detergent and sponge. To the right of the sink, in the rear, is the wastebasket with half cover. Be sure to use a garbage bag with this basket, these are stored under stove in lower cabinet.

There is a toaster/oven under the stove in lower cabinet; the only plug available is at the dinning table. The coffee maker has its own water supply, just set up the coffee and make sure pot is empty. There is an on/off button on the top of the

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unit, select one, five or ten cups; start up pushing button on lower right. Coffee, filters, etc. are in the overhead above the microwave. The water pump, refrigerator/freezer, microwave, toaster and coffee maker and outlets will all work off the batteries via the inverter.

The stove, hot water heater, a/c unit and heater need either the generator or shore power (House Electrical). Hot water is also provided from the engine, six gallons.

The refrigerator and freezer have separate controls, dial on upper right. If you are not using the freezer, turn it off for better battery life.

The top drawer contains silverware, next down has utensils, next dinnerware, next pantry. The cabinet below the stovetop contains cookware (handles are in the utensils drawer), measuring, mixing and the like.

The lower cabinet contains cleaning supplies. The cabinet under the rear settee has extras...paper towels, beer, etc.

Each of the overhead compartments has a light, please keep the doors closed for save battery life. Each cabinet door and drawer also has a lock down pull, push it to lock, push again to open....always lock when underway.

The side windows are sliders, grasp the handle to unlock, then slide. The overhead fans are multispeed bidirectional. The ones in the galley and head are best used for exhaust. The roof top heat/ac unit in the center is controlled by the thermostat on side of the overhead aft of the settee. You must be connected to shore power or have the generator running. There is an electric heater under to step to the sleeping area. There is an additional a/c unit in the sleeping area, generator or separate extension cord to plug in. There is a smoke detector on the overhead outside the bath area. (Ventilation).

### Sleeping Area

The sleeping area has pull down pleated blinds on all three windows. While the tinted windows offer excellent privacy during daylight, at night the interior is visible when the lights are on. Extra bedding is stored in the compartment in the headboard. The switch for overhead lights and courtesy lights is on the driver's side.



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The side windows are operable sliders. The overhead hatch has a multi-speed fan that can operate in either direction.

### Bath or Head



The head door is designed to act as a privacy door for the bath and sleeping areas, it latches to the refrigerator door.

The medicine chest opens from the right, it has Velcro to keep it closed during travel, so give it a tug. There is a full mirror inside. Below the medicine chest there is a first aide kit mounted on the bulkhead.

The head is electrically operator, switch is under the counter, rear switch is flush and fill, forward switches are fill or flush. Use only RV or Marine toilet paper, extra rolls are stored under the sink.

Extra towels are under counter rear section.

There is a 110v outlet under the counter and a hair dryer on the shelf.



Shower has a sump pump that must be activated during showering, rear of window up high. Keep showers short and squeegee down the door and shower stall to keep down moisture. The holding tank (Waste) will hold about 3 showers. Under the sink is a bi-pass valve to dump the shower water overboard when appropriate, need to connect a hose to outlet at rear bumper, passenger's side.

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Run the ventilation fan overhead when using the shower.

## Dinette Settee



The house electrical panels are located above the rear seat of the settee. 12v DC on the left, 110v AC on the right

There are additional monitoring panels behind the drivers seat at the end of the overhead. The switch on the far right is the to turn the house power on/off.



The dinette can be converted into an additional berth by lowering the table, note the lock on the side of the table pedestal.

The material on the settee, seats and dash is Schooner 291-5806 Ultraleather.



## Drivers Area



Take a seat and look round. First, the seat adjustments. On the right side of the seat are two latches, the rear one allows the seat to go forward and back. The front one controls the tilt of the back. On the driver's side, the movement of the seat is restricted by the settee back. On the passenger's seat, on the right side below the seat is a lever that when pulled back allows the seat to rotate. The arm rests will

move up and down 90 degrees and tat the send of the armrest is a lever that allows fine turning of the position of the armrest.

The seatbelts are lap only and are integral to the seat.

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The rear view mirror is manually adjusted, note there is a prism in the rear window that provides a wide field of view. There is also a small square mirror on the left side for rear view mirror, this give a 'fish eye' view of the interior.

The upper half of the exterior mirrors are adjusted using the control on the dash in the lower right, there is a mirror heat switch here. Even with these mirrors, there is an area of about five feet behind the vehicle that is blind to the driver.

There is a privacy curtain that draws around the windshield. Note there are no curtains galley or entry door windows; however, they are heavily tinted.

Each of the hatches above the forward seats is equipped with a screen and shade built into the surrounds.

The steering wheel has lift on the lower left of the column. Above this is the cruise control lever. The high beams are controlled by a button on the floor by your left foot. The flasher are activated by a button on the right side of the steering column.

Each of the hatches above the forward seats open and are equipped with both screens and shades built into the surrounds.



Across the top of the dash is a 'light bar' that contains warning lights and indicator lights such as directional signals.

The gauges starting in the upper left: air pressure (90-120 psi), speedometer...the trip is not working, tachometer (3,200

rpm is max horsepower, 4,500 is red line), clock, transmission temp (engine plus 20 degrees), engine tem (190-210 degrees), oil pressure (abt 35 psi), fuel (selected for each tank), vacuum (best 15 psi+), voltage (12.5+).

The lower left panel below the dash from left: headlights (park ½ way, twist for panel lights), wipers (hydraulic variable speed), windshield washer, battery boost (parallels engine and generator batteries), fuel tank selector that is labeled.

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The lower right below the dash is the heat and a/c control for the dash. This unit is not very effective for a/c, do not hesitate to run the generator and use the overhead units before the vehicle gets too hot.

On the center console, top row: Fuel pump (no longer used), generator start/stop (press top to start and hold till it runs, bottom to stop), generator hours meter (ticks when running), Nav system on/off. Middle row: lcc flasher ?, back up lights, NAV/Audio system; bottom row, defrost driver, defrost passenger.

On the lower part of the center console: mirror control, tire pressure/tem (not working), emergency brake lock (press brake to set, press brake to release); middle row, air compressor (suspension and tires), vacuum pump (backup for brakes), front wheel bearing temperature (under 160 degrees, they will naturally vary 10-15 degrees), fuel pressure (30-50 psi...if not up to pressure, turn key on/off a couple of times); bottom row, rear air suspension (raise, hold, lower, travel....this is a preset height).

Behind the driver's seat overhead: monitor for fresh water and waste water tanks, rocker switch for house electrical power (on/off), controller for house battery inverter/charger. On the dash beside the driver is the hand held remote for the spotlight on the roof (this light is removable).

Below the dash in the center there are 12volt and 120 volt outlets. Overhead are reading lights with switches on each side.

FYI, the fuses for the automotive side of the electrical system are located behind a panel to the right of the passengers seat. A diagram of the fuse locations is included with the manuals.

The entertainment system is contained in the Pioneer Nav system in the dash (Nav System). This system is powered off the house, not automotive batteries, and has an on/off rocker switch mounted above it. In addition to am/fm radio, the system is equipped with Sirius satellite radio and an iPod (not iPhone) connection. It will also play CDs and DVDs.

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Chapter

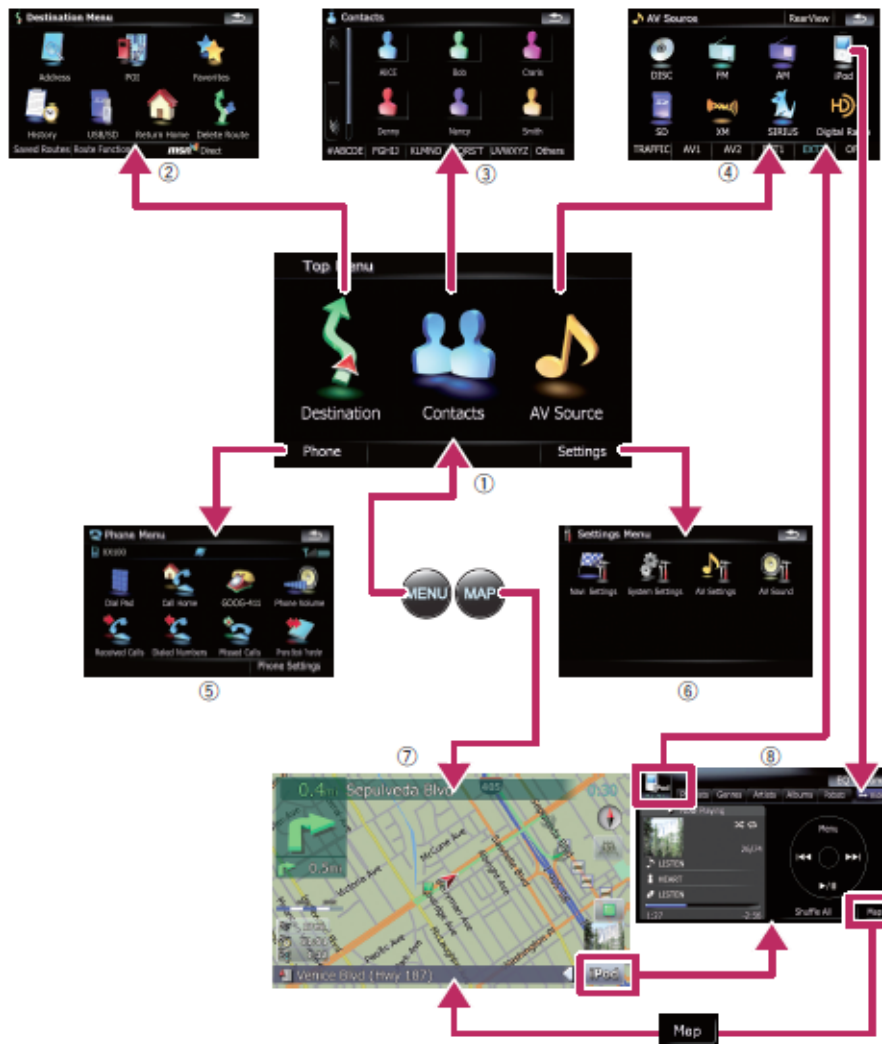
02

## Basic operation

### How to use the navigation menu screens

The "Top Menu" appears when you boot up the navigation system for the first time.

#### Screen switching overview



Please note that in order to enter a destination in the Nav system, the parking brake must be set; therefore, do it before you head out. The manual for this system runs 180 pages, I have included with the print version of this manual about 25 pages on use of the Navigation system, the Sirius Radio and use of the hands free feature for cell phones. Have your co-pilot read this, it's worth it to get at the power of the system.

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## Exterior Orientation

Let's start with a walk around. First, get the key to the storage compartments, it is hanging inside the door on the left and is shaped kind of like a triangle. In the passenger side rear storage compartment (light switch is at the top front edge) you will find a red tool box with some basics and two interior storage compartments on the sides.



The forward side compartment contains everything you need to jack the vehicle and change a tire. (Tires). Above this compartment, there is a pull out 'outside' showerhead behind the round plastic door, sorry its cold water only. In the rear side compartment you will find a number of components of the water system (Water). You will find a bucket with washing materials, a boat hook and ax stored in this compartment. The grill and two folding chairs are also stored in the compartment.

At the rear bumper you will find a firewood storage basket on the passenger side. The ladder provides access to the roof, also acts as a bike rack and holder for the grill. Yes, those are solar panels to charge the house batteries.

On the left you will find the tow bar for the Smart and safely cables (Toad). Pull the pin, insert tow bar in rear receiver, replace pin. Tow eyes for Smart are typically left in place on the Smart. The arms on the tow bar are adjustable. If you start out towing the arms compressed, the Smart will jump around a little until

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they extend. If this happens, stop and start out again very slowly; it will settle down.



The 1 ½" blue hose in the rear bumper is the waste dump hose (Waste). When the dumping pump is activated, this is a pressurized waste hose. The pump switch and flush valve are located around the corner in the generator compartment.

On the driver's side, there is a round access hatch, behind this is a blue coil hose for filling the water tank, if you overfill it will simply start running on the ground. In the generator compartment, next door, is an additional 25' of water hose.



Open the generator compartment. All serviceable parts of the generator can be reached from this compartment (House Electrical). Under the generator is the 30

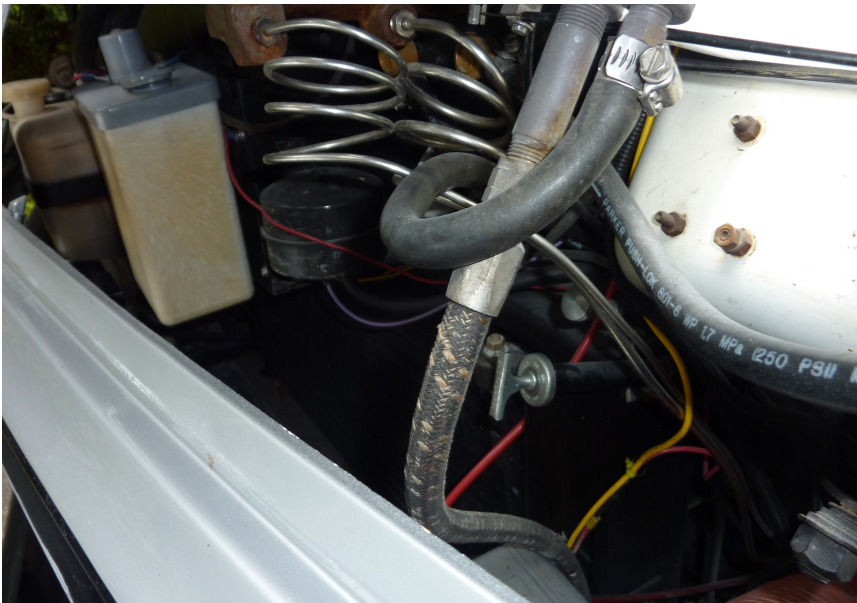
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amp 'shore' power cord. This has a 30 amp marine fitting, also in this compartment are a 30 amp RV pig tail, a 15 amp adapter and a 50' extension cord. On the left side, at the top is a valve for the holding tank wash down (Waste), the shore power breaker (normally on), and a rocker switch for the holding tank dump pump.. Also in this compartment is a blue coiled cable that connects the Smart electrical to the GMC, just plug in the ends before you head out.

The gas tank fill (Fuel) is located just behind the driver's window, regular gas. There are two tanks, a 30 gallon forward and a 50 gallon rear. It is best to fill the vehicle when it is cold, when hot be careful when removing the filler cap as there may be some residual pressure. There is a switch on the dash that selects the tank being used and the gauge will read for that tank. Best to start with the forward tank. The gauges start to drop slowing, move quickly in the middle, then are slow at the bottom. Best to keep track of the miles used on each tank, safe range is 300 miles.

On the front are a step on the bumper and handle, good for washing windows. Below the windshield are two hoods. Reach in thru the upper part of the grill, reach up for a horizontal metal bar, pull it down gently, the hood should pop open. The passenger side has an automatic light switch for the hood lights.

Oil and transmission dip stick on the drivers side, washer fluid drivers side, and coolant overflow passenger's side.



Extra fluids and belts, **and a set of keys**, are in the basket on passenger's side. Passenger side batteries are engine and generator start, on the drivers side are

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house batteries. All the batteries are sealed so no need to check. All systems are electric; there is no propane on this vehicle.



### Driver's Orientation

In the driver's seat, adjust the seat. Forward and back is located on the right side of the seat, the back angle is set on the left side. There is no swivel on this seat. . The armrests can be raised up 90 degrees, simply pull the armrest down to position. A finer adjustment is available at the end of the armrest. The seat belt is lap only and is integral to the seat.

The upper part of the mirrors can be adjusted using the control on the dash in the lower right, there is also a mirror heat switch on this controller. In the rear window is a prism to expand your field of view; however, there is still a **6' long blind spot behind the vehicle**. In addition to the mirrors, there is a back up video camera (not working), the image is displayed on the navigation system. The camera is activated by putting the shift lever in reverse or selecting AV from the main menu, in the upper light of the screen, touch "backup camera", this can be accessed at any time. There are back up lights on the rear bumper controlled by a switch on the upper right of the dash. **You can not back up with Smart in tow.** With the Smart in tow, you are two car lengths long, just find a tandem spot and park.

The steering wheel has tilt on the lower left of the column. Above this is the cruise control lever. The high beams are controlled by a button on the floor by your left foot. The flashers are activated by a button on the right side of the steering column.

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Across the top of the dash is a 'light bar' that contains warning lights and indicator lights such as directional signals

The gauges starting in the upper left: air pressure (90-120psi), speed with odometer trip, tachometer (3,200 rpm max hp, 4,500 rpm red line), clock, transmission temp (engine plus 20 degrees), engine temp (190 degrees), oil pressure (abt 35 psi), fuel (selected for each tank), vacuum (best 15 psi +), voltage (12.5+).

The lower left panel from the left: headlight (park ½ way, twist for panel lights), wipers (hydraulic variable), windshield washer, battery boost (parallels engine and generator batteries), fuel tank selector (up is forward, down is rear).

The driver must be aware of his/her fuel tank selection. After a fuel fill, the vehicle should be driven on the forward tank first (up position of selector). When full, this tank is good for about 150 miles....it will show almost empty with about 50 miles to go. If you run out of gas on this tank, just flip the selector switch on the fly. The rear tank, if full, is good for 200 plus miles.

The lower right is the heat and a/c control for the dash. There are supplemental defrosters on the dash. If you need to run house air conditioning underway, you must run the generator. ***The heat and A/C from the dash is terrible, do not hesitate to run the generator and roof top A/C.***

Upper right, top: fuel pumps (not used), generator start/stop (press top to start and hold till it runs, bottom to stop), generator hours meter (ticks when running), Nav system on/ off; middle: ICC flasher, back up lights, NAV/av system; bottom: defrost driver, defrost passenger (control the fan heaters on dash).

Lower Right: top row: mirror control, tire pressure/temp monitor (not working), emergency brake lock (step on brake to set or release lock); middle row: air compressor, vacuum pump (backup for brakes), front wheel bearing temperature (under 160 degrees, they naturally vary by up to 10 degrees), fuel pressure (30-50 psi); bottom row: rear air suspension (raise, hold, lower, travel...this is a preset height).

Behind the drivers seat overhead: monitor for fresh water and wastewater tanks, rocker switch for house electrical power (on/off), controller for house battery inverter/charger. On the dash beside the driver is the hand held remote for the spotlight on the roof (this light is removable).

Below the dash in the center there are 12 volt and 120 volt outlets. Overhead are reading lights with switches on each side. The overhead hatches are held open by twisting the black sleeve on the hold open arm. The screens and shades extend from opposite sides of the surrounds.

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Continuing your orientation, the passenger's seat has the same controls and will swivel completely around. Using the navigation surface, the seat is best forward; relaxing the seat is best back.

For you information, the fuses the automotive electrical system are located behind a panel to the right of the passengers seat (Auto Electric) A diagram of the fuse locations is on the back of this panel.

## Routine Checking Systems

### Checking Batteries

There are three separate sets of batteries in this GMC, engine start, generator start and house. All of these are AGM batteries and need no servicing. The engine and generator start batteries are located under the hood on the passenger side. These batteries can be paralleled using a switch on the dash at the lower right. There is a built in trickle charger for these batteries, assuming the vehicle is left plugged in. There is a volt meter on the dash for the engine battery. There is a set of jumper cables in the Smart behind the seats.

There are two sets of house batteries, one is located under the hood on the drivers side, the other is located in the rear storage area under the bed. These batteries are charged by: a. engine alternator, b. battery charger from either shore power or generator c. solar panels on the roof. There is a disconnect for these batteries controlled by a switch behind the drivers seat in the overhead. There is a volt meter for these batteries on the house electrical panel.

### Checking Automotive Fluids

The engine fluids can all be check under the front exterior hoods. Each hood has a separate set of latches, reach thru the grill, find the horizontal rod and gently pull it down. When the passenger side hood is open, hood lights will be activated on both sides. The oil (Mobil One 5w50) and transmission (Mobil 1 ATF) dip sticks on located on the drivers' side, coolant overflow tank on the passenger's side and windshield washer tank in the middle. Brake fluid on driver's side. Extra fluids are located in a wire basket on the passenger's side.

### Checking Tires

The six tires are all the same and are rated at 2,650 each, the vehicle weights 10,800 pounds; therefore, it can run on four of the six. The vehicle has no spare, but it does have a technique for lifting a flat tire off the road (see section on tires). The tire pressure is 80 psi, both low tire pressure and high tire temperature are monitored at the dash with audible alarms. Additionally, the front wheel bearing temperature is monitored.

### Checking Suspension

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The GMC is equipped with dual rear air bag suspension that also acts as a leveling mechanism for the vehicle. The level and ride level of the vehicle are controlled from the driver's seat. Control of the individual air bags is available with valves mounted under the rear fenders (see air bags).

### Fuel Fill

The fuel fill for the GMC is on the driver's side just behind the driver's window. Please make an entry in the vehicle log noting the odometer reading and gallonage each time there is a fill. Due to a check valve between the tanks, the rear tank will only fill about  $\frac{3}{4}$ -  $\frac{7}{8}$ <sup>th</sup> full. For extended range, drive a few miles until the rear tank reads full, then refill the front tank for an extra 5-6 gallons.

This vehicle has been converted to computer-controlled fuel injection. This requires the use of high pressure (50 psi) pumps which deliver a constant flow of fuel to the injection system, most of which is returned to the tanks. After extended driving in hot weather, some pressure can build up in this system. It will be relieved out the top of the gas cap...sometimes you will get a little whistling and some vapors escaping then condensing on the side of the vehicle.

The generator also runs off the rear tank and cannot draw on the last 6 gallons in the tank.

The fuel fill for the Smart is on the passenger's side, it holds about 8 gallons of premium unleaded fuel. Please make a note in the GMC log when fueling.

### Fresh Water

The monitor for the level of the fresh water and waste water tanks is located behind the driver's seat on the end of the overhead. The fresh water tanks hold about 40 gallons. The water is filtered on the way into the tank, please be careful to check the water for color, smell and taste before filling the tank. If you overfill the tank, you will see it spilling on the ground.

### Holding Tank

All water used on the interior of the vehicle goes into the holding tank that is only about 25 gallons. However, there is a bypass valve for the shower located under the bath sink....drain it on the ground if you think it is appropriate. You can check the level of the tank (roughly) on the same panel as the fresh water. Please be sure to flush and empty the tank before you leave the vehicle in storage.

### Camping Orientation

This vehicle is well equipped for all types of camp sites, including 'dry' camping. The main power cord is for 30 amps with a variety of adapters for different plugs.

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At 15 amp, you will have to limit yourself to one big appliance at a time (a/c or stove). There is an additional 50 foot 15amp extension cord, use it at the end of the 30 amp with the adapter.

The batteries will carry all systems, except heat, a/c, hot water and stove, for several days. Running the generator for an hour in the am and pm when cooking and you can go for day. The generator meets the standard of less than 60 db. All utilities for hook up are on the driver's side rear. The rear of the vehicle can be lowered, on either side as much as 6" with the air bags (raise, lower and hold on the lower right dash).

Below are the types of campgrounds:

**Campground** -- Any kind of park that allows overnight stays in an outdoor sleeping area. It can be accessible only by foot, by hikers or backpackers or can be a well developed RV Resort Park.

**RV Park** -- Almost always privately owned, caters to overnight or seasonal guests who have recreational vehicles. Typically the vehicles are stacked next to each other like dominos.

**RV Resort Park** -- Almost always privately owned, caters to overnight or seasonal guests who have recreational vehicles and want additional amenities.

**Extended Stay Site** -- Sites allotted for RVers to stay for an extended period of time, like a month or a season. Generally, to be avoided.

**Full hookup** -- sewer, electricity and water at the site.

**Electrical** -- electricity and water at the site, typically have a central dump site.

**Dry Camping/Boondocking** -- camping in a recreational vehicle with no hookups and no utilities.

In addition to the guide books, this is an excellent resource and very good for making advanced reservations. <http://www.reserveamerica.com/> login is: [gdanielp@aol.com](mailto:gdanielp@aol.com) Password is :1973gmc23.

There is a National Parks pass in the vehicle, hang tag from mirror. This allows the driver (Dan) and three passengers access to all of the National Parks.

The coach is registered with the Family Motor Coach Association, #411860 and with the Sunshine State Chapter of the GMC Motorhome Association #\_\_\_\_\_.

The vehicle is covered by AAA 429 014 625209190 7, Auto Club South 800 222-4357.

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## Section II – House Systems

### House electrical

The house systems are all electrical, there is no propane on this vehicle. The electrical system is independent of the automotive electrical system, and is a combination of 12v DC and 110v AC.

The house system has three sources of power: a. batteries b. shore power c. generator. The batteries produce 12v DC and thru an inverter can produce a limited amount of 110v AC. With a 30amp source of 110v for shore power, or from the generator you can power all systems on the vehicle.

The house electrical system battery disconnect is located behind the drivers seat in the overhead, it is a black rocker switch. This should be on unless you plan to leave the vehicle for an extended period and have the vehicle prepared for storage (Storage). The house electrical panel, rear of the settee on the driver's side should come to life when the batteries come on line. If you have dead batteries, either run the generator (Generator) or find a place to plug in the vehicle (Shore Power).

The left side of the house panel controls the 12v DC side of the system. The breakers are:

Cabin Lights: these are the lights and in the main cabin, sleeping area and bath. These fixtures all use 5-20watt halogen bulb. To replace a bulb in the overheads, turn the face of the fixture trim. There are spare bulbs in the toolbox. There are switches inside the front door, in the sleeping area and in the bath.

Courtesy Lights: These are the floor lamps at the stairs. There are switches inside the front door and in the sleeping area. There are also lights in the rear storage and generator bay with switches under the upper edge of the doors. The outside light at the door is controlled by a switch inside the front door.

Fans: There are three ceiling fans. These are slightly more difficult to operate than driving the vehicle. Fantastic Fan manual is on the GMC CD. There is a rheostat knob above the a/c thermostat to slow these fans down even further at night.

Fresh Water Pump: pump is a Jabsco Sensor Max VSD, manual on the GMC CD, located in the compartment at the aft end of the passenger side rear storage area. There is no pressure tank with this pump, it will cycle on and off as required.

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**Macerator Pump:** pump is a Jabsco 18590, manual on the GMC CD, located under the vehicle at the bottom of the holding tank. The switch to control this pump is located in the generator locker, forward below the shore power breaker. This pump can 'run dry'.

**Refrigerator:** This unit is really two independent units, refrigerator and freezer. It will operate on either 12v or 110v. It is best to leave both breakers on and let the unit figure out what power it wants. Awaiting a manual for the GM CD.

**Head Pump:** this is macerator pump on the Jabsco toilet unit. Manual on GMC CD. The control of this unit is on the side of the vanity. The rear button is flush and fill, the forward button is fill or flush.

**Shower Sump:** This is a Whale Gulper 220, manual on GMC CD, pump located above the shower drain on the outside wall. It can be accessed from the rear settee above the hot water heater. The pump controller is located in the shower at the rear on the overhead, a black toggle switch. This pump can run dry.

**Radios:** The radios, Pioneer, Sirius, CB, are not on breakers on the main panel. They have separate fuses located on a fuse block in the seat of the forward settee....sorry, afterthought.

Now for the 110v side of the panel. The upper breakers control those heavy electrical loads that will run only if there is shore power or generator power.

**Air Conditioner:** The DuoTherm 13,500 btu heat pump, manual on GCM CD, will run either as an air conditioner or as a heater (but not below 45 degrees). The controller and thermostat is located on the side of the overhead.

**Hot Water:** This is a 6 gallon Isotemp unit located under the rear settee seat. This unit also heats hot water off the engine, when it is running. Manual located on the GMC CD. It will hold its heat overnight.

**Cooktop:** This is a Contoure, 2 burner 2400 watt unit. If you are on a 15 amp shore power source, you will have to turn off the a/c and or hot water to use both burners.

**Heater:** There is a 1500watt electric heater under the seat to the sleeping area. The control is on the face of the unit. There is a separate breaker for this unit located in one of the access panels under the mattress...afterthought.

**Inverter:** If the inverter is powered on, see Mastervolt control unit, then all of the breakers below will working without shore power or generator.

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Microwave: This is also a Tappen sold by Contoure, .6 cub ft 1150 watts. The DC voltage should be above 11.5v to operate this unit. Manual on GMC CD.

Coffee Maker: This is a Brew Express unit with a built in water supply. Try not to use any other water source, like flushing the toilet, while making coffee. If you see eeeeeee on the display, this means it lost water pressure. If it was at the start, just start over, half way thru, change the setting and start over. There are three setting, full pot, half pot, 2 cups.

Outlets: There are dual outlets at the settee, a outlet below the dash, an outlet on the coffee maker, an outlet overhead rear of the headboard, and a outlet under the vanity in the bath.

The level of charge in the batteries can be estimated by the voltage show on the meter at the panel:

<12.7 volts	system is being charged
12.7 volts	fully charged
12.3 volts	70%
12.0 volts	60%
11.5 volts	40%
11.0 volts	20%
> 11 volts	don't go there, not good for batteries.

The house electrical system was designed and installed by Cay Electronics of Portsmouth, RI.

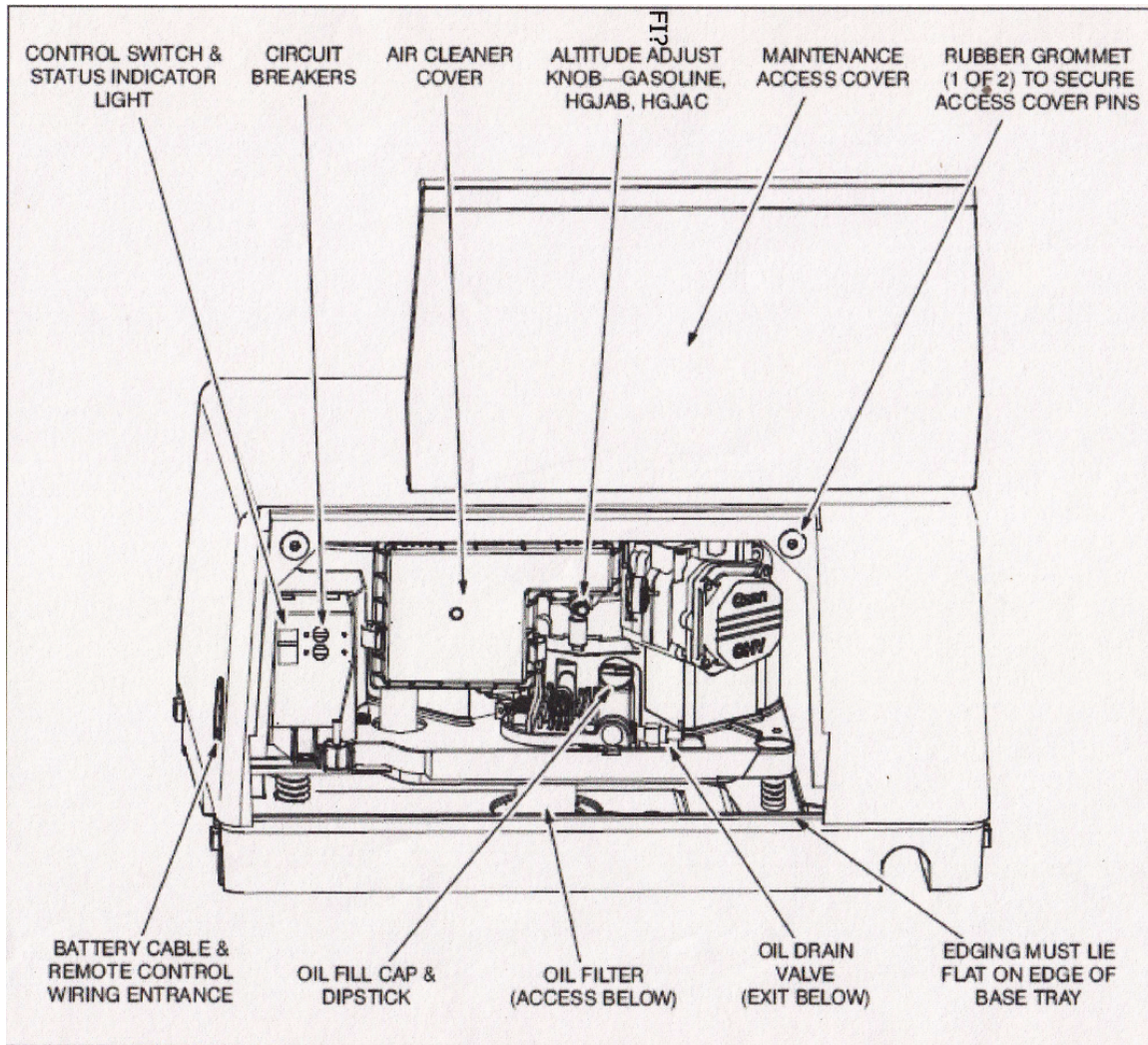
### Generator

The generator is a Cummins Onan RV HG 5500, gas powered 5.5 kw unit located under the bed on the driver's side of vehicle. For general services, the unit is access from the generator compartment door on the driver's side rear. The Onan cover is removed by lifting up on the grap handle, then the cover can be slid out of the compartment. Oil and filter change is recommended every 150 hours, or annually. The oil for the unit is Mobil 1. Spare filters are located under the mattress in the compartment on the driver' side. The owners manual is on the GMC CD. The in-line fuel filter is located under the unit on the storage shelf.

If the unit must be removed for servicing or replacement: a. remove the mattress, b. remove the access panel under the mattress c. remove the generator cover

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(note the hold down screws were removed earlier). You now have full access for the generator.



The house electrical system has an automatic transfer switch (Mastervolt 7kw, manual on CD). If there is shore power available, the system will go to shore power, in absence of shore power, the system will look for the generator.

The start/stop for the generator is located on the dash of the vehicle. Press the rocker switch down on top to start.

The generator is equipped with two 30 amp breakers, only one has been used in this application.

### Shore Power

There is a 40' 30 amp shore power cord attached to the house electrical system and stored on the shelf under the generator in the compartment on the driver's side exterior (key is on hook from main door). This cord is fitted with a marine 30

## **GMC Motor Coach 'True West' Owner's Manual**

amp plug, in this compartment are a 30 amp RV pigtail and 15 amp 110 adaptors, this also works for 20 amp services. There is also a 15 amp 50' extension cord in this compartment.

There is a breaker for this power source on the forward end of the generator compartment.

At 30 amp, you can operate everything at once. At 15 amps, limit your demand to keep from tripping the breaker.

There is a second 15 amp 110v shore power cord for the rear A/C unit. This cord needs to be plugged into shore power separately to use this unit.

### **Inverter**

The house electrical system is equipped with a Mastervolt 12/2000 inverter to supply 120v AC from the batteries, manual on the CD This unit is located under the forward settee seat. The System Control Panel for this unit and the associated battery charger is located behind the driver's seat at the end of the overhead. The manual is on the GMC CD.

The control panel must be used to turn the inverter on and off, not the Inverter breaker on the electrical panel.

The inverter will supply power to the lesser 120 volt circuits, those below the Inverter breaker...outlets, microwave, coffee maker, etc.

If the house batteries are low on charge, the inverter will shut down, even if you are plugged into shorepower or are running the generator. You will have to wait until the house batteries are up to charge before you will be able to use the inverter 110 volt circuits. The inverter is reset by turning the unit off and on, this unit is located under the front seat of the settee.

If the inverter is off, and all of the 110v breakers above the Inverter breaker on the electrical panel are ON, then 110v will flow from the shore power or generator to these circuits.

### **Battery Charger**

The house batteries (under hood on driver's side and in rear storage area) are charged by the Mastervolt IVO compact 12/20 charger from shore power or generator. Additionally, these batteries are charged from the main engine alternator when underway and the solar panels. The battery charger is controlled by the Mastervolt System Control Panel, located behind the driver's seat. The manual is on the GMC CD.

There is also a trickle charger off the house system to keep the engine battery charged when the shore power is plugged in.

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## Heat, air conditioning and Ventilation

All of the side window slide open, pinch the latch and pull it toward you. These large sliders are equipped with screens.

There are two kinds of roof hatches, the ones over the drivers area open from the rear and are held open by twisting the black sleeve on the adjustment bar. These are equipped with built in shades and screens that are held closed by magnets.

The other two (galley and bath) are electrically operated Fantastic fans. The galley fan is intended to double as the kitchen exhaust fan. The bath fan is intended to double as the shower exhaust, please use it at all times when showering to minimize moisture build up in the vehicle. The fans operate in either manual or automatic mode that is set by a rocker switch. The normal setting is automatic, in this setting the hatch will open and fan will run when vehicle is hot and shut down if rain is detected. There are 3 speed settings and the fans can intake or exhaust. If a slower speed is desired, there is a rheostat located above the a/c control that controls all three fans.

There is a small solar powered vent in the roof behind the seats. There is a screw in cover for this that can be used to reduce the noise level while underway; otherwise, this vent should not be covered as this air circulation reduces the risk of mildew.

The Duotherm heat pump on the roof is for a/c or heat and needs either shore power or the generator. The controller is on the wall by the rear settee. Below 45 degrees it will not work for heat, use the unit in the rear.

The electric heater under the step to the sleeping area is very effective at removing 'morning chill' in the bath and dressing area. The only control is on the face of the unit, generator or shore power required.

A second A/C unit has been added in the sleeping area to replace the ceiling fan. The controls are next to the bed. This unit is powered by either the generator or by using the separate shore power cord.

## Fresh Water System

This system consists of the following components:

**Water Tank:** this is a plastic tank located at the rear of the vehicle under the sleeping area. The capacity is about 40 gallons. It was fabricated by C&H Plastics of Johnston, RI. There is a valve in the Water Service area for draining this tank.

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**Tank Monitoring:** The level in the fresh water and holding tanks are monitored by a SCAD, the control unit is located behind the driver's seat at the end of the overhead. Manual on the GMC CD

**Water Fill:** This is a blue coil hose located behind an access panel on the driver's side rear of the vehicle. This is piped to the fresh water filter, after passing thru a check valve, before water enters the tank.

**Water Filter:** This is a standard cartridge filter located in the Water Service Compartment. There are spare sediment and carbon filters in the storage compartment under the sleeping area on the driver's side.

**Water Service Compartment:** This is a compartment at the rear of the vehicle located inside the storage area on the passenger's side. In this area are: water pump, filter, drain valve and the winterize valve.

**Winterizing Valve:** In the Water Service Compartment is a valve below the water filter that directs the water flow to the water pump. One of the valve positions is for winterizing. There is a 3.8" plastic tube off this valve that can be inserted in a jug of non-toxic antifreeze, with the water pump running this solution will go to each fixture at the valve is opened.

**Distribution Manifold:** All of the water in the vehicle flows thru a Manabloc Distribution Manifold, manual on GMC CD, located behind an access panel in the shower, before going to the fixtures. There is a valve on this manifold for the hot and cold water lines for each plumbing fixture in the vehicle. All of the piping is 3/8" PET, red for hot, blue for cold. In case of a failure of any fixture, it can be isolated without shutting down the entire system. The shut off key is located in the lower right of the manifold.

**Hot Water Heater:** This Isotherm unit is located under the rear settee seat. This is a dual heat exchange unit with both the engine and an electrical heat source. It is piped into the Distribution Manifold.

**Galley Sink:** This is a barsink by in Silgranit by Blanco. The fixture is a Delta 467. There is a sub feed from the cold water, with a valve accessible by removing the lower drawer, for the coffee maker. The galley and outside shower plumbing lines run thru a channel in the floor just ahead of the refrigerator.

**Outside Shower:** There is an outside shower unit located in the rear storage compartment on the passenger's side above the tire change storage area. This is cold water only.

**Holding Tank Wash Down:** There is a Camco Toronado rotary spray tank flush unit installed on the top of the waste holding tank. There is a valve located in the generator compartment, forward at the top for this unit. After the

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tank has been dumped, it should be 'flushed', then dumped again until the water is clear in the dump hose.

Head: This the feed to the Jabsco Head, see waste system.

Bath sink: This is a Elkay stainless sink with a Delta 570 faucet.

Shower: This is a Delta R-1000 shower valve with Lahara trim. The shower head is a Delta 56713.

### Waste Water System

All of the wet waste on this coach goes into an on board holding tank, this holds about only about 2/3rds of the water tanks capacity: therefore, it must be emptied regularly at a proper disposal site. Generally, you can hold about a week of sewage with minimal water into the head and galley sinks. Alternatively, you can hold about 3 showers.

Waste Piping: all of the waste piping is 1 1/2" marine grade flexible waste hose with dual clamps.

Holding Tank: This is plastic tank located under the vehicle between the frames, last tank in line. The tank was fabricated by S&H Plastics of Johnstown, RI. On the top of the tank are a fill on the passenger's side for the galley sink, on the driver's side are fills for: the head sink (and shower), the toilet, and a fitting for the tank vent. In the center of the tank is a fitting for the wash down. At the bottom of the tank on the rear is a fitting, with a valve, for the macerator pump. All of the fittings were oversized by one and bushed down.

The level of the tank can be monitored on the SCAD panel behind the driver's seat.

Holding Tank Vent: The vent is routed up thru the head and comes thru the roof with a RV360 vent.

Toilet: This is a Jabsco electric toilet with the controls located on the side of the vanity. The rear control is flush and fill, the forward controls are fill or flush. USE ONLY RV OR MARINE TOILET PAPER.

Galley Sink: The drain runs by gravity above the wheel well to a dedicated holding tank fitting.

Head Sink: This sink drains by gravity to a dedicated fitting in the waste tank.

Shower Sump: This sump of the shower drains below the coach and is extracted by a Whale pump mounted behind the shower. The outlet of this

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pump goes into the sink drain, above the trap and then to the holding tank.

Dump Process: To empty this tank, first take the end of the blue hose stored on the rear bumper on the driver side, the 3" fitting is the typical in campground 'dump locations'. There is also a rubber collar for larger dump holes in the basket. This should be screwed in place or somehow secured as the waste steam will come out under pressure. For now, close the valve at the waste end.

Once the waste hose is in place, go to the generator compartment, inside on your left is a switch labeled 'macerator', this activates a pump that empties the tank. Turn this on, then go open the valve at the end of the dump line. When the waste flow has stopped, turn off the macerator pump.

Above the macerator pump switch is a water valve labeled 'flush', this sprays fresh water into the holding tank to flush the tank. If you have plenty of water, let it run for several minutes to purge the system. Turn off the flush valve, turn the pump on again and let it run another minute, then turn off the pump. When you are finished, disconnect the hose, which should be clean, and place it back in the bumper tray.

Under the sink in the head, there is a container of deoderant for odor control in the holding tank, pour a quarter cup in the toilet and give it a quick flush.

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## Section III – Automotive Systems

### Body

The body of the vehicle is mounted on the frame with a series of bolts with neoprene washers. The body itself consists of a number of aluminum frames with panels of aluminum and fiberglass on the exterior. The area between the side and roof frames is filled with foam insulation.

On this vehicle, the seams between the body panels have been filled and faired. The materials used were Alwgrip, Awlfair, high build 30Y-94 and 545 epoxy primer.

The fender flares were supplied by Frank Jenkins Auto, the exterior engine vents are 2007 Pontiac.

The exterior paint is Chroma Base Black 99 Ktm, Basemaker 7175 STM, the Silver paint is Smart Car Code Caol Year 2004, 753298K Speed Silver, Basemaker 7175 STM, Mid Temp. The vehicle was then clear coated.

The stripes are Bright Gold R540106 Prostripe and Silver Metallic R54006 Prostripe made with tape. The exterior ladder, front step, and front hand hold were all from Ragusa.

The hatches above the front seats are Bomar. The wiper arms are Lumina APV 90-98, the blades are RainX Latitude, 22" on passenger side and 21" on driver's side. Note a tie wrap was required to make the proper attachment.

### A Note about the Engine

While original, the engine was rebuilt and highly modified at odometer reading of zero. The engine is now fuel injected and computer controlled.

When you turn the key, the computer calls for fuel pressure which you will see register on the fuel pressure gauge (lower right). Do not pump the gas pedal, the computer is in control. If you have fuel pressure, the engine turns over, but the engine does not start; you need a mechanic.

This is a 455 ci Oldsmobile engine modified with an MEFI 4B computer that is very standard for later model GM vehicles. Do not let a mechanic be confused because this was a pre-digital 1973 vehicle.

**Whenever any service is required on this vehicle, it is essential that you provide the mechanic with a copy of this document and the specification and sources section.**

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In order to access the engine, there is a hatch between the front seats with two clips at the rear of the hatch with threaded handles.



It is highly recommended that you remove the passenger's seat from the vehicle before you even open this hatch. The seat comes out with the twist of a lever at the base and tilting the seat back, it can be walked right through the door and stored in a safe place. The hatch can then also be removed from the vehicle and set aside. The mechanic then has a very comfortable work area around the engine. The computer is located at the rear passenger side of this compartment.

### Maintenance and trouble shooting

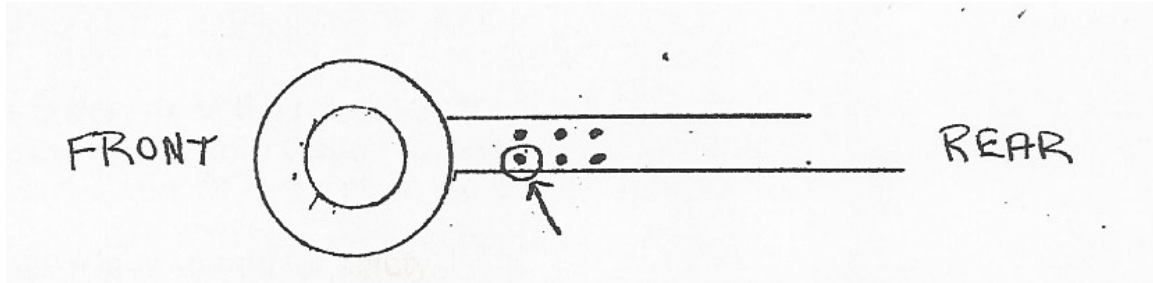
Please note, there is no spare tire on this coach; however, the coach can run on any four tires by following the directions below.

#### Jacking the Coach

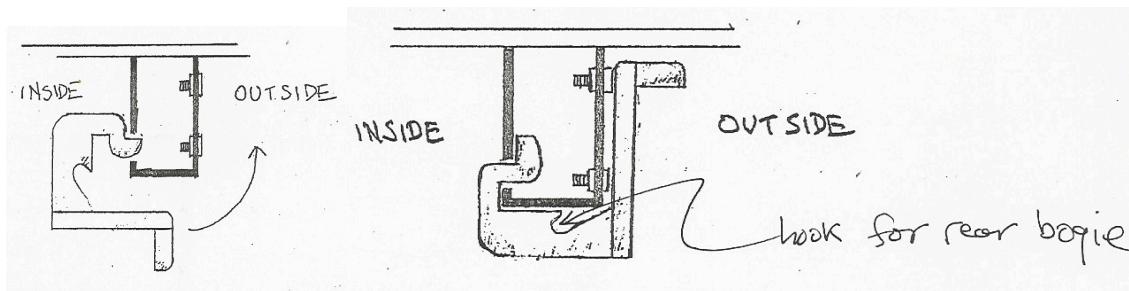
A bottle type hydraulic jack is used in conjunction with a custom 'bottle jack adaptor' is used to raise the coach. The jack (picture), the adaptor (picture), and a lug wrench (picture) are stored behind an access panel on the forward side of the outside storage area on the passenger's side.

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To raise the front wheel on either side, the adaptor is positioned under the frame behind the front wheel as shown in the drawing. Just to the rear of the front wheel are six bolts that connect the front frame rail to the side frame rail. At the inside the frame, behind the most forward, lower bolt location is an empty hole in the frame.



Hold the adaptor in the position shown in the left drawing below, reach behind the frame and place the tip of the jack adaptor into the hole on the inside of the frame, swing the adaptor up and out so that the back lies against the bolt heads.



To raise the rear wheels on either side, the adaptor is positioned under the boggie between the rear wheels.

### Wheels and Tires

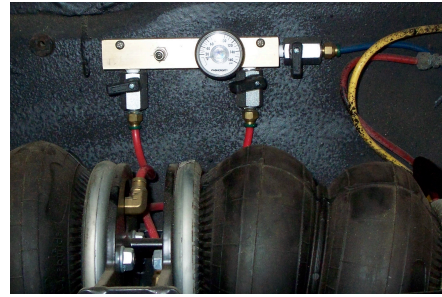
The tires are Bridgestone Duravis R500HD:E 225/75 R16. The tire pressure is maintained at 80 psi for all tires. These were new in May 2008.

There are tire pressure sensors inside the tires, mounted around the rims; therefore, one must be careful when mounting and demounting tires. The system is from Smartire. No data is displayed until the coach is traveling over 15mph. The system warns of high tire temperature, low pressure, or pressure deviation of any tire. See the Smartire manual if you are going to rotate tires.

The rims are Alcoa aluminum mounted on studs that are 1/8" longer than the originals. Each rim and tire combination has been balanced.

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This coach does not carry a spare tire. All of the tires are the same; therefore, interchangeable. If one of the rear tires goes flat, one benefit of four air bag system on this coach, the bag over the deflated tire can also be deflated shifting the load to the other tire. To do this, lower the affected side of the coach from the dash, close the valve to the bag over the affected tire, then raise that side again from the dash.



If a front tire goes flat, swap it with a rear and take the load off the rear as described above. As you have only one jack and adaptor, you will need to block the front end after removing the tire so that you can jack the rear. This procedure is for emergency only to get you to a tire shop.... The braking load will not be equal on all rear wheels, go slow and take it easy.

### Towing

The vehicle is front wheel drive; therefore, it should be towed from the front with the front wheels off the ground.

In the unlikely case, it must be moved some distance it can be placed on a flatbed tow truck with at least 10,000 lbs capacity.



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## Fuel

The coach uses regular (87 octane) unleaded fuel. The fill is on the driver's side just back of the window.

The coach has two tanks located under the coach in about the middle. The forward tank is 30 gallons, the rear is 50 gallons. These have a shared fill. Each tank has a separate 'in the tank' high pressure fuel pump for the fuel injection system.

A check valve has been installed between the tanks to keep the fuel from the rear tank 'sloshing' into the forward tank. As a result the rear tank is slower to fill and may not fill all the way.

There is a tank selection gauge on the dash that also changes the reading for the gauge on the selected tank.

The generator draws from the rear tank, but the draw is higher on the tank and requires there be a least 6 gallons in the fuel tank.

## Height Adjustment

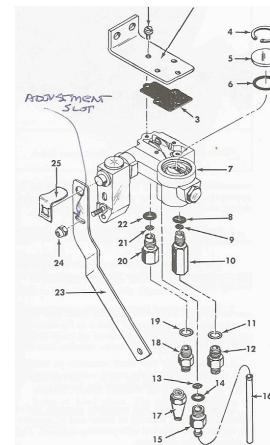
The rear ride height is set by the controls on the dash (picture)

The air compressor must be on, switch on dash lower left, to set the height. There are pressure gages located under the hood on the driver's side and at each of the rear wheels.

By adjusting the left and right sides, the coach can be brought to a level position provided the front wheels are at the same level. There is a level monitor in the coach behind the drivers seat. Level monitor(pic)

The ride height of the coach is adjusted automatically when the dash valves are in the RIDE position.

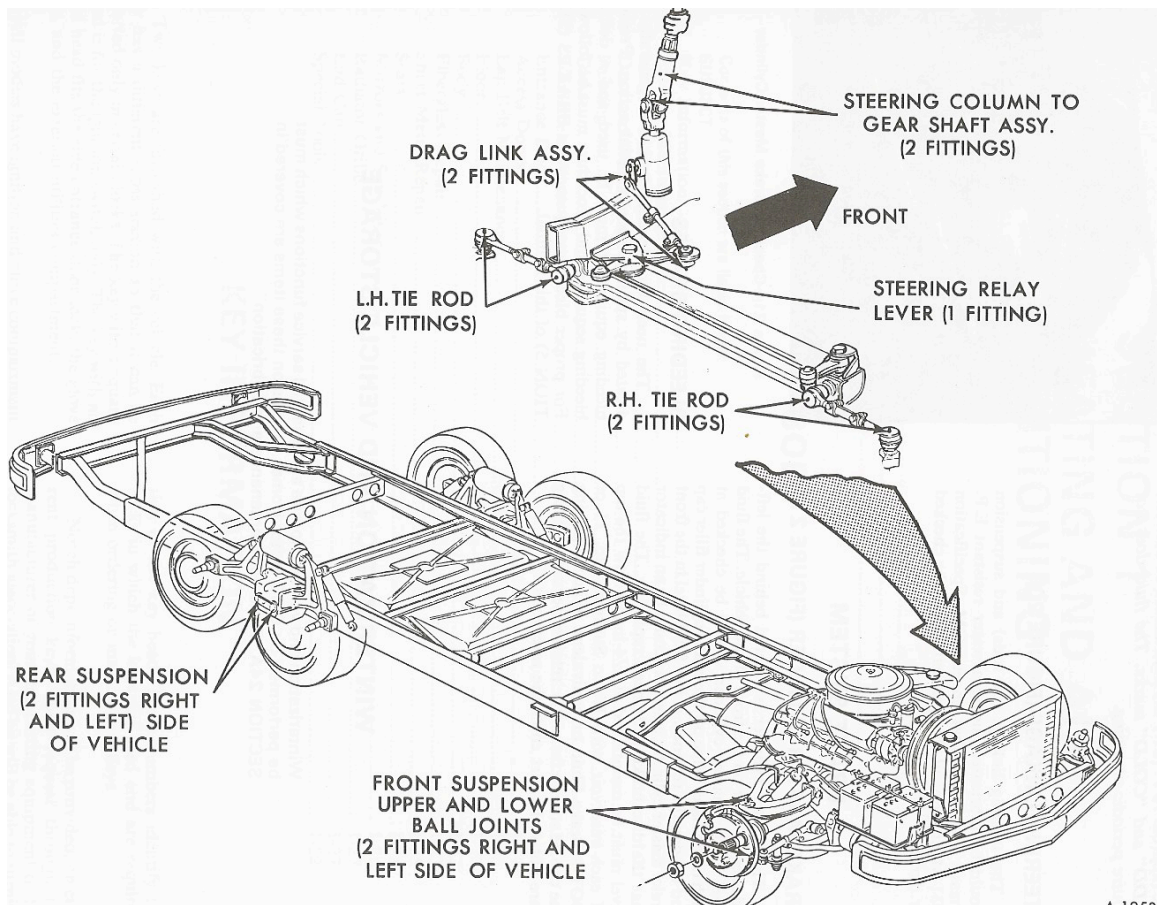
The diagram at right shows mechanism used to set the ride height. This valve is located in the rear wheel well on each side. The adjustment handle is positioned by loosening the nut, sliding the handle along the groove, to the desired level, then tightening the nut. This height has been set at 33. No height adjustment is required unless you are unhappy with the ride level of the rear of the coach.



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## Lubrication

After the rebuilt, Mobil grease was used in all fittings. The recommended lubrication schedule is 10,000 miles. Please make a log entry at lubrication.



Two additional fittings were added for the front wheel bearings, so that these bearings can be lubricated without having to remove and repack these bearings.

These front bearings are monitored for temperature by the instruments on the dash.

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## Engine Oil

The engine oil is checked by opening the driver's side front hatch.

The oil used is Mobil One (synthetic) 1 5W/50, the capacity is six qts. One quart is stored in the basket under the hood.

The engine oil pan on this coach has two drain plugs .

## Transmission Oil

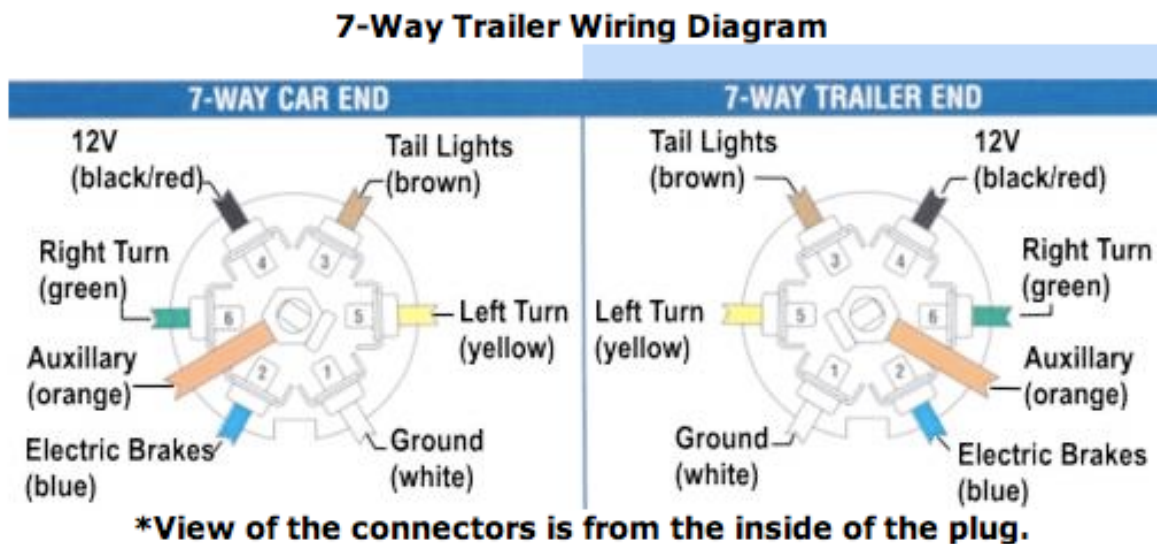
The fluid is Mobil 1 AFT, the capacity is 16 quarts. One quart is stored in the basket under the hood.

The fluid level is checked at the front hood on the driver's side. The engine should be running and at running temperature.

## Towing the Smart

The Smart has a wiring harness that connects to the driver's side rear tail light harness.

The plug is a 7 way that is wired as follows:



On the Smart side, the connectors to the rear tail lamps have the following pins:

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	Left	Right
Pin 1	Turn signal/brake light	Empty
Pin 2	Tail Light	Ground
Pin 3	Empty	Reverse
Pin 4	Reverse	Empty
Pin 5	Ground	Tail light
Pin 6	Empty	Turn signal/brake light

Given that the order is reverse on the connectors and that they were designed by Germans and interpreted by Americans, my guess is that one of them was upside down when observed. Who knows where 1 is?

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## Section IV Storage

### Activate the vehicle from Storage

#### Electrical

If the vehicle has been plugged in, the 12 volt panel should read 12.5v+ and the 110v electrical side should be light up. *The breakers for the fresh water pump and hot water heater should be turned off, leave them off until the water system has been filled.* If this is not the case, there was likely a power failure and you will need to get plugged in to shore power or run the generator. Remember the inverter 110v circuits will not work unless the house batteries are very fully charged, at least 24 hrs.

Next, start the generator using the switch on the dash. Hold it down until the generator starts.

Finally, start the vehicle engine. After turning the key, check the fuel pressure before engaging the starter. You may have to turn the key a couple of times to get the pressure up to 40+ psi. If the engine will not turn over due to weak battery, use the parallel battery switch on the dash.....this will allow the generator battery to start the engine.

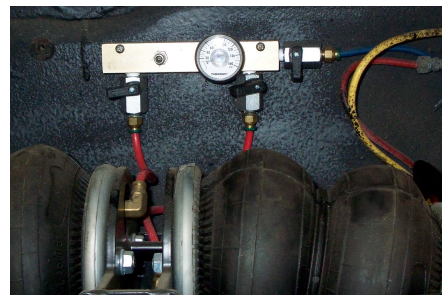
You can now shut down the engine and generator if all is well.

#### Suspension

The rear suspension of the vehicle is on air bags, these are currently deflated and the rear is resting on blocks.

First, turn on the internal air compressor with the switch on the dash. There is also an air pressure gauge on the dash. In the lower center of the dash, there are two handles to control the air suspension, set them on Raise. It will take 10-15 minutes for the air bags to fill and the vehicle will lift off the blocks. The blocks can be stored in the rear compartment on the drivers side with the jacks.

When the air bags are full, the compressor will shut off.....about 90 psi. It is best to then turn the valves at the airbags to the closed position, there are two on each side of the vehicle. While this is not essential, it will stop any leakage in the system.



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## **Water System**

The lines in the water system have been filled with non-toxic antifreeze to prevent freeze damage. These will need to be flushed before you start using the system. There is no antifreeze in either the fresh water tank or the hot water heater, just the lines.

First, check the fittings on the hot water heater, located under the rear settee seat. The fill of the tank was fitted with a by-pass then the antifreeze was pumped into the system. Be sure this by-pass, a piece of hose connecting the intake and output of the unit, has been removed and the piping is normalized. Also check that the drain is closed.

Second, in the storage compartment on the passenger's side, at the rear is an access door to the water pump and filter. Be sure there is a water filter in place and filter canister is properly attached. At the pump, be sure the blue hose is connected between the tank and the pump.

Third, fill the water tank using the hose on the driver's side behind the deck plate. When full the tank will overflow onto the ground.

Fourth, turn on the breaker for the fresh water system. Open the hot water valve at the galley sink and in the head and let this run until the flow is clear. It is now safe to turn on the breaker for the hot water heater. Run water thru the cold water on the galley and head, run water thru the shower until it is clear (remember to turn on the shower sump pump with switch in upper rear of shower on outside wall). Run the coffee maker without any coffee to also clear these lines of antifreeze.

Top off the tank and you should be ready to go.

## **Tires**

Check the tire pressure with the air pressure gauge in the toolbox stored in the rear compartment on the passenger's side. Normal pressure is 80 psi.

If any tire is too low to drive on it, you can pump it up using the internal air compressor. Lift the hood and take out the yellow air hose, this will reach any tire on the vehicle. It's slow, but it does work until you can get to a filling station.

## **Fuel**

Check the fuel level in each tank. They should be at  $\frac{3}{4}$ + full. Check the log behind the passenger's seat to see the mileage at the last fill up...please remember to use this log.

# **GMC Motor Coach 'True West' Owner's Manual**

## **Smart Car**

The Smart should be ready to go. In case the battery is dead, it is located below the floor of the passenger's seat. Lift the floor mat. There is a set of jumper cables behind one of the seats.

After you connect the Smart, remember to start slowly.....if it is 'wandering' around, stop and start slowly again.....it will straighten out and behave.

## **Preparing for Storage**

### **Short term without winterization**

#### **Electrical**

While it is best to leave the vehicle plugged in to keep the batteries charged, it is not essential. If it is not plugged in, be sure the house electrical is turned off...this is breaker behind the driver's seat at the end of the upper cabinet.

#### **Food**

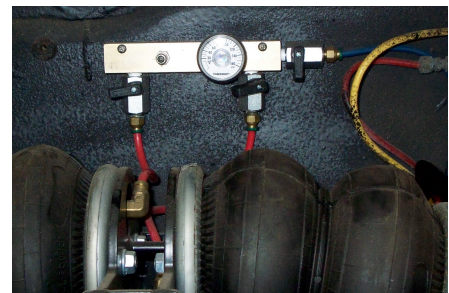
Make sure the refrigerator and freezer do not have anything in them that can spoil, even if plugged in just in case the power goes off. Be sure there are no open packages of food that could attract small animals or roaches. If you have used the toaster, be sure the crumb tray is empty.

#### **Holding Tank**

It is best to empty the holding tank prior to storing the vehicle. After the dump, pour a bottle of odor eliminator (under the head sink) down the toilet and flush.

#### **Suspension**

There are two wood blocks stored with the tire change equipment in the front locker in the rear storage compartment on the passenger's side. Place one of these blocks under the suspension frame located between the rear wheels on each side. Then open the air valves leading to the air bags. Using the air suspension adjustment levers in the cab, set them to the Lower position. The vehicle will then set down on the blocks for storage.



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**Winterization – this process requires two gallons of non-toxic antifreeze and a new water filter (any RV or hardware store), it should take about 30-45 minutes.**

1. Be sure the holding tank is empty and has been properly flushed. The flushing is done at the dump station by opening the plastic handled 'flush' valve on the



water line located at the top of the generator compartment on the driver's side. This should run for several minutes, then do the final tank pump out to be sure the water is running clear.

2. Turn off the breakers for the fresh water, the macerator and the hot water heater at the electrical panel behind the settee.



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3. Drain the water tank.  
The access is located in the storage area on the passenger's side, behind the access door at the rear.

Open the red handled drain valve for the tank on the line that leads from the bottom of the tank to the water pump.

4. Remove the canister for the water filter and empty this container. There is a wrench for this in the compartment. The filter should be thrown away and a new one should be purchased and placed on board for the spring.

5. Unscrew blue hose with white end at bottom of tank, attach the clear plastic hose stored in the compartment, this will be inserted in the gallon container of non-toxic antifreeze.



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5. Drain the hot water heater. Located below the rear settee seat, the drain is on the bottom of the tank facing inboard, water will drain thru a hole in the floor.

6. Install the by-pass hose between the fill for the tank and the outlet of the tank, the bypass hose is clear plastic and installed where the blue hoses with white end fittings are removed. This is essential to get antifreeze into the hot water lines without filling the hot water tank. The clear plastic bypass hose is shown in the picture.



7. With the clear line at the water pump in the non-toxic antifreeze, turn on the breaker for the fresh water pump. This will start the non-toxic flowing thru the system. Watch to see when the first gallon is used, then place the line in the second gallon jug.

8. Open each faucet, cold then hot until the colored antifreeze comes thru. Do the same with hot and cold in the shower, run the drain pump in the shower. Start the coffee maker with the pot removed and run until a small amount of non-toxic flow into a cup. Flush the toilet several times, leaving non-toxic antifreeze in the bowl. Run the 'flush system' for the holding tank for a several minutes, then start the holding tank pump until a small amount of blue water is flushed out. Now all the water lines and pumps should be protected. Pour any leftover antifreeze down the toilet and flush into the holding tank. Turn off the breaker for the fresh water pump, open the faucets and leave the valves open.

9. Remove the by-pass for the hot water heater and return the plumbing to normal with drain on the bottom of the tank closed.

## **GMC Motor Coach 'True West' Owner's Manual**

10. Remove the clear plastic fill line used for the non-toxic antifreeze and return the tank to water pump line to normal

11. Insert the new water filter in the cartridge and replace the canister so it is ready in the spring.

12. Tape over the fresh water pump, holding tank pump, and hot water breakers.

**JOB COMPLETE, in the spring one needs only fill the water tank and flush out the non-toxic antifreeze.**



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## Section VI Specifications, Parts and Sources

GMC Specifications Original vs. Revised

Make	<a href="#">GMC Motorhome</a>	Revised
Year	1973	2009
Vin #	TZE033V1010989	
Production #	10989	
Weight	11,500	10,800
Wheelbase	140"	
Length	23'9" inc spare	
Width	96"	
Exterior Height	9' with a/c	9'6" w/ pod
Interior Height	76"	
Ground clearance	14"	
Rear Height	33"	
Fuel Capacity	50 gal	50+30 gal
Fresh Water	40 gal	35 gal
Waste Water	40 gal	25 gal
Generator	4 kw	5.5 kw
List Price	\$14,695.00	who knows
Engine	Olds 455	Olds 455
Bore		add.030
New HP	<a href="#">265@4300</a>	221@3200
Torque	<a href="#">375@2800</a>	386@2800
<a href="#">Compression</a>	8.5:1	
Cooling	21 qt	
Transmission	3 speed	
Type	Tubro Hydra-matic	
Model	HMT-425	
Ratios	3.45,2.25,1.41,1.00	

### [Engine Performance Specifications - Revised](#)

RPM	Torque	HP
1500	369	106
1757	369	124
2004	386	147
2254	387	166
2498	386	184
2749	386	202
2998	379	217
3244	358	222
3495	328	219
3740	297	212
3995	267	203

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ENGINE RELATED PARTS AND SOURCE				
<u>Engine Item</u>	<u>Sub item</u>	<u>Source</u>	<u>Part Number</u>	
<u>455 engine rebuild</u>	Valves			
	Cam	Crane Cams	803901	
	Oil Pump			
	Oil Pan			
	Oil Filter			
	Oil	Mobil	Mobil 1 15w50	
	Dip Stick	Golby		
	<u>455 engine control</u>	Computer	GM	4MEFI 4B...chev 454 baseline
		Dyno of computer	Technical Serv	150 point set up
		MAT air intake temp	Wells	SU107 1993-85 Buick
IAC idle air control		Wells	AC104 1988 Buick	
MAP mass air pressure		GM	16137039 92 Chev truck 395 C 6.5L K25 35	
TU5 coolant temp		GM	CLT109 83-03 Pontiac	
TPS throttle position		Ford	E4PZ 9B989 C 88-89 Ford F350	
Oxygen sensor		Wells	SU278 ....Autozone sku 282405 15718	
Crusise control				
<u>455 FI Kit</u>		Injectors	IDEN	
	Ford		M-9593-B302 Motorsport 30#	
	Jegs		0397M-9593-B302 injector hi-flow	
<u>Serpentine Fan Belt Kit</u>		IDEN		
	Fan Belt	Summit	GTR 4061055	
	Water Pump Pulley	Jones Racing	Custom made	
	Alternator Pulley	GM	1985964	
	Tension Assembly	GM	10055798 - 1990 Firebird V8	
	Crank Pulley	GM	100857554 - IDEN modified	
	Power Steering Pulley	GM	14102096 - 1990 Firebird V8	
<u>Ignition</u>				

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Distributor Capt	GM	19110931
Ignition Wire Loom Kit	Summit	RNM1113P
Ignition Wire Set		BWW8835SP
Distributor 7 Pin module	GM	1983 olds V8
Sparkplug wire harness	GM	1988 Chev Truck 30P V8 7.4L
Sparkplugs	AC	#7

### Exhaust System

Exhaust manifold Muffler	Thorley Jegs	Dynomax 17749 20" 028917749 hemi super turbo 2.5"
Custom 3" exhaust		

### Fuel System

Low pressure pump	GM	6472381 ....used or not?
Two Way valve	Cinibar	
Fuel Filter - before pump	Sierra	18-7775-1, filter 1879-45
Fuel pump	Airtex	E8248 AX
Fuel Pressure test fitting	GM	17110845
Fuel Filter - after pump	Purolator	F33165
Fuyel Pressure regulator	GM	25523720 85-93 3.8L engine, "o" ring 22516256
Lock cap	Stant	11572

### Cooling System

Water Pump	IDEN	Custom
Fan Blade	GM	10224681 91-93 Caprice Police Package
Fan Clutch	GM	12529773 91-93 Caprice Police Package
Fan Clutch bolts	GM	11516869 - five pack
Fan Shroud	IDEN	
Radiator recore		
Upper hose	GM	689922
Lower hose	GM	689921
Radiator cap	Delco	RC32

### Dash

Coolant temp	GM	77-60 Buick, one wire 1/2"NPT
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	Oil Pressure	GM	91-78 GMC truck Ps 140 high volume
<u>Alernator</u>		GM	1990 Cad Eldorado Delco CS 144AL - 155 amp ZARB1 1202 3A
<u>AC compressor - 20,000 btu</u>	Battery islolator		
	Engine Driven	Sanden	SD510 with 7 grove pully for ;93-91 GMC Topkick diesel
	Compressor oil Refrig gas	Ester Bennett	100 viscosity, 200 cc HC12a...pressue readings 20% less than R-12, weight 34% less.
<u>Power Steering Pump</u>			
<u>Air Filter</u>		Summit	KNNE2723
<u>Transmission</u>			
	Rebuild Transmission pan - RV-30	Briscoe Ragusa	rebuild
	Drive train cooler cover RV-83	Ragusa	
	Caspro Final Drive Train 3.5		
	Extended trans oil stick	Rick Wright	
	Fluid	Mobil	#1 ATF 16 qts
	Rebuild chain drive	Manny	
<u>Auto electrical panel 12volt vehicle only..xp- 66</u>		Ron Francis	
<u>Battery Trays</u>		Modern	custom stainless steel
<u>Engine compartment heat shield</u>		Jeggs	

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## BRAKE RELATED PARTS AND SOURCE

<u>Item</u>	<u>Sub item</u>	<u>Source</u>	<u>Part Number</u>
<u>Master Cylinder</u>		GM	14009146 486239 '90 GMC truck
<u>Brake Lines</u>	Brake Fluid	Valvolene IDEN	Seztec custom stainless steel
<u>Front brakes</u>	Calipers	GM	87 Chev R20 3/4T 2 wd 5.0L JB7 front - grind off knob
	Pads	Autozone	0524 performance
	Rotor		
	Hose	IDEN	SS flex
<u>Center brakes</u>	Calipers	GM	87 Chev R20 3/4T 2 wd 5.0L JB7 front - grind off knob
	Pads	Autozone	1434 friction
	Rotor 12.5"	Autozone	5445 '92 Ford 250 4wd
	Hose	IDEN	SS flex
<u>Rear brakes</u>	Caipers	Stock Car Prod	Willwood 120-9333 metric 2" pistons
	Pads	Autozone	0544-20
	Rotor 10.5 "	Autozone	022319 '79 Eldorado front. Redrilled
	Hose	IDEN	SS flex twin
<u>Vacuum booster 2 port</u>		IDEN	
<u>Vacuum Booster Pump</u>		Firestone	
<u>Parking Brake</u>		MicoLoc	

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## FRAME, SUSPENSION AND STEERING PARTS AND SOURCES

<u>Item</u>	<u>Sub item</u>	<u>Cost</u>	<u>Source</u>	<u>Part Number</u>
<u>Frame Rails</u> <u>Shocks</u>	6"x6"	\$180.00	Jabloski	
	Front		Summitt	KYB 5435
	Rear	\$210.00	Summitt	KYB 5436
<u>Torrision Bar</u>	Front Bushing		Summit	FNS 951116
<u>Steering</u>	Damper		Moog	SSD55 or Delco 4975363
<u>Suspension</u>	Compressor		Firestone	WR17609210
	Airbags		Firestone	W217600335 224C Bellows
	Four Bag suspension	\$1,050.00	IDEN	
	Compressor	\$753.29	GM	12387670 Sander 10 piston?
	Air tank pressure regulator	\$275.00		
	Rear ride height set at 33"			see 4-16 for adjustment
	Bogie Pins are 1"			
<u>Wheel bearings</u>	Front		Timken	23
	Center			
	Rear			
	Front bearing temp sensors		Mikimar	
	Bearing caps	\$78.80	Cinibar	15972522
<u>Front Spindle Hub Assembly</u>	Rebuild		Lenzi	
<u>Front knuckles</u>	rebuild	\$1,881.00	Lenzi	
<u>Upper control arm</u>	Bushings	\$83.00	Moog	
<u>Outer tid rod ends</u>			Moog	ES412
<u>Upper A arm</u>	Bushings	\$118.00	Moog	7006
<u>Lower A arm</u>	Bushings		Moog	K5222
<u>Tie Rod ends</u>	Long	\$240.00		
	Short	\$225.00		
<u>Trailer Hitch</u>	Box type thru bumper	\$439.00	Bennett	
<u>Mud Flaps</u>		\$16.00	GMC	
<u>Front End Alignment</u>	Caster +3.0, camber .25	\$110.00		

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## Tires

Bridgestone @55psi      \$1,368.00

Duravis R500HD:E  
225/75 R16

Custom mount  
bracket for weights      IDEN

Torque lugs to 144psi

Tire Pressure Sensors      Smart tire

## Wheels

Alco aluminum  
wheels  
New studs 1/8"  
longer

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## ELECTRICAL PARTS AND SOURCES

<u>Item</u>	<u>Sub item</u>	<u>Source</u>
<u>Generator</u>	<a href="#">Generator Onan RV QG 5500</a>	Norwall
	<a href="#">Onan remote start and Hour Meter</a>	
	<a href="#">Mastervolt auto transfer 7kw</a>	Cay Electronics
	<a href="#">Mastervolt battery charger IVO Compact 12/25-3</a>	Cay Electronics
	<a href="#">Mastervolt inverter 12/2000</a>	Cay Electronics
	Battery trays (2)	custom
	<a href="#">AGM Batteries for house Lifeline 31T</a>	
<u>Shore power</u>	40' shore power cord 30 amp	West Marine
	30 amp to 15 amp adapter	West Marine
<u>Solar Panels</u>	Spectra 20 19w walk on	emaineinc.com
 <u>Elec Panel Layout</u>		
	<u>12V DC</u>	<u>110v AC</u>
	OH lights	Air Conditioner
	Floor lights	Hot Water
	Fans (3)	Cook top
	Fresh water pump	Elec Heater
	Macerator pump	
	Outside light	Refrigerator
	Refrigerator	<u>Inverter</u>
		Microwave
	Dinetter outlet	Coffee Maker
	Galley outlet	Dinette outlet
	Drivers outlet	Bath outlet
	Passenger outlet	Galley outlet
	Bedroom outlet	Bed outlet
	Shower sump	Exterior outlet
	Head	
	Bath lights	
	Bedroom lights	

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## EXTERIOR PARTS AND SOURCES

Item	Sub item	Source	Part Number
Door Seal		\$25	
Front window rubber tracks			
<a href="#">New Hood Latch Kit</a>		\$200	flush, no pop rivits
Inner fenders	new		
<a href="#">Fender Flares</a>			
Front fender flares			
Rear fender flares with T section			
<a href="#">Engine vents (pontiac 2007)</a>			
Gas Pistons for hoods			
Gas pistons for gen hatch			
Rear bumper	modify for tow bar and hoses		
<a href="#">Fantastic Fans</a>			
<a href="#">Model 6000rbta for bedroom</a>			
<a href="#">Model b2000 for bath &amp; galley</a>			
<a href="#">Duotherm Penguin 13,500 btu heat pump</a>			
<a href="#">RV 360 Sanitation Vent</a>			
non skid paint			
Solar panel ?	Spectra 4@ 19watt		
XM Antenna			
Pistons to hold open			
Pistons to hold open			
Concealed latches			
Pistons			
<a href="#">Work Lights</a>			
New seal			
<a href="#">Courtesy Light</a>			
<a href="#">Ragusa step RV-19b</a>		Applied	
<a href="#">Screen door</a>		Applied	
<a href="#">Entrance handle</a>			
<a href="#">Sliding windows</a>	77 GMC	Stroud	
<a href="#">30" Window</a>		Sirum	

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Powder Coat		
New Felts/ gasket/tracks		Cinibar
Window Tint		
Rubber seals		Cimiboar
Tint fixedwindows		tint Shoppe

Skid Plate		INED
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Ramco

Filter			PF883
Wiper Arms	Lumina APV 90-98		APV
Wiper Blades	24"	Proline	

Firebird 70-81

Rosenburg, Robert

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## INTERIOR PARTS AND SOURCE

### Interior

[Flooring](#) Teak and Holly  
[Walls - foam core plywood](#) High gloss cherry finish

### Head

#### [Bathroom surfaces in Nevamar](#)

Shower curtain track	<a href="#">Curtain track</a>	medical products
Faucet	<a href="#">Delta 570-WF</a>	faucet depot
Shower valve	<a href="#">Delta R10000-UNBX</a>	faucet depot
Valve Trim	<a href="#">Delta Lahara 14 crome</a>	faucet depot
Shower head	<a href="#">Delta 56713</a>	faucet depot
Shower access to manifold	<a href="#">SSI plastics 442-2116-1100 16*20"</a>	ssicustomplastics.com
Sink	<a href="#">???</a>	
Toilet	<a href="#">Jabsco 37045</a>	go2marine.com
Bath med chest	<a href="#">Broan S468244SS 24hx15wx5d</a>	nutonesales.com
Bath heater	<a href="#">Broan 154 120v radiant</a>	nutonesales.com
Shower sump pump	<a href="#">Whale Gulper 220</a>	go2marine.com
head and shower base	<a href="#">custom</a>	
Towel storage locker	<a href="#">SSI</a>	

### Plumbing

#### **Fresh Water**

Fill Hose	<a href="#">20' coil</a>	west marine
Cartidge Filter		west marine
3 way valve	Conbraco	go2marine.com
Pressure regulator	Jabsco	go2marine.com
<a href="#">Fresh water tank</a>	<a href="#">56.25</a> gallons/460lbs	C&H plastics
Waterpumps	<a href="#">Jabsco Sensor Max VSD 14 31750</a>	go2marine.com
Fresh Water Manifold	<a href="#">Manablock MXBD14-2</a>	houzeneeds.com
Fresh water piping	<a href="#">3/8" PEX 100' blue</a>	houzeneeds.com
	<a href="#">3/8" PEX 100' red</a>	houzeneeds.com
Water Heater	<a href="#">Isotemp 6 gal 6241</a>	emairneinc.com

#### **Waste Water**





































<a href="#">Holding Tank</a>	<a href="#">40</a> gallons/460lbs	C&H plastics
Tank Flush	<a href="#">Tornado Perm Tank Rinse</a>	camping world
Macerator Pump	<a href="#">Jabsco 18590-Series - 1 1/2" inlet Shields</a>	go2marine.com
Waste hose	<a href="#">1"</a> 50' box	go2marine.com
Dump hose	<a href="#">Clean dump CDHV-20</a>	Cleandump.com
Roof vent	<a href="#">RV360</a>	camping world
Grey water bayonette		camping world
External Tank Sensor	<a href="#">SCAD Profile</a>	emairneinc.com

### Galley

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<a href="#">Coffee Maker</a>	<a href="#">Lance Larkin Brew Express</a>	vivivinci
<a href="#">Microwave</a>	Couture	sailor sam
<a href="#">Cooktop</a>	Couture	sailor sam
<a href="#">Refrigerator</a>	<a href="#">Isotherm CR 195 Stainless</a>	emairneinc.com
<a href="#">Sink</a>	BLAN511-637 15x15x8	faucetdepot
Faucet	<a href="#">Delta 467 pullout</a>	faucet depot
HVAC and detectors		
<a href="#">Carbon Monoxide</a>	Fireboy CMD-1MR-9v	fireboy
<a href="#">Smoke &amp; Fire</a>	Fireboy SS 770	fireboy
Ac Unit	<a href="#">Duotherm Penguin 13,500 btu heat pump</a>	ppl
Wireless Level sensor	<a href="#">JT's LVL-1 sensor</a>	tweety's.com
Dinetter		
Ultrasuede foam cushions		S&S
Entertainment		
<a href="#">KVH Directv reciever</a>	<a href="#">Directed Video 15" with DVD</a>	
<a href="#">12v</a>		
<a href="#">Flip Down Monitor</a>		
passenger side bed area overhead		
<a href="#">Aternative to all this is Audiovox 10" portable</a>		
Window Covering		
<a href="#">Mini Blinds</a>		Guske
Drivers area		
Steering Wheel	16" 2 stroke leathere	customsteeringwheels.com
Cruise Control		Rostra
Heat & A/c box	77 GMC	Georgia ??
Dash Heat Exchanger		Southland
Seats		Flexsteel
Halon Auto Fire extinguisher		FireFight SS-30 (1lbs)

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-  Air Conditioner Manual Duotherm.pdf
-  Auto FusePanel Layout. xls.xls
-  Battery Charger Manual Mastervolt .pdf
-  Bearing Sensor Monitor Mikimar.pfd
-  BM Transmission Cooler
-  Brake Lock Manual Microlock.pdf
-  Cruise Control Manual
-  Engine Oil Cooler
-  Fresh Water Pump – Jabsco VSD.pdf
-  Generator Manual Onan.pdf
-  GMC23 Dash.jpg
-  GMCers.org
-  Hot Water Heater Manual Isotemp.pdf
-  House Elec Control Panel Mastervolt .pdf
-  Inverter Manual Mastervolt .pdf
-  Manabloc Plumbing System
-  Manablock Manifold
-  ManualCSCP001100DE.pdf
-  ManualIVOC050715ALL.pdf
-  ManualMassSineC2C3001100EN.pdf
-  ManualMS0\_061113EN.pdf
-  Masterlink MICC
-  Microwave Oven Contoure Tappan .7.pdf
-  MotorHomeBrochure.pdf
-  Nav System Manual Pioneer AVIC-F700BT.pdf
-  Refrigerator Manual Isotherm.pdf
-  Roof Fan Fantastic .pdf
-  Shower Sump Pump Whale.pdf
-  Smart Car Manual. pdf.pdf
-  Sprint SmartView Manual.pdf
-  Tank Monitor Manual SCAD.pdf
-  Tire Sensor Manual Smartire.pdf
-  Toilet Manual Jabsco.pdf
-  Transfer Switch Manual Mastervolt .pdf
-  Water Distribution Manabloc
-  Wheel Bearing Monitor