

Instructions for body pad installation

Please read through the instructions before starting.

Presoak the body mount bolts, from several days to a week, before attempting to remove them. There are 4 on each side and two large bolts in the rear, for a total of 10 nuts that need to be removed. You only need to remove the nuts. **DO NOT REMOVE THE BOLTS!** The bolts will be a real pain to reinstall if you remove them.

If you encounter problems removing the side bolt nuts, back nut back on and wire brush the threads to help remove the rust and dirt that might have built up over the years.

If the bolts turn while trying to remove the nuts, try putting two hacksaw blades in your hacksaw (side by side for a wider cut) and cut a groove in the bottom of the offending bolt and then use a screwdriver to hold the bolt, while loosening the nut. If this does not work, you will need to go inside of the coach, locate the stubborn bolt under the couch, dinette, carpet, etc. They will be hard to see, as they are carriage bolts (domed head) with large, flat offset washers and are recessed into the plywood floor. Once located, you will need to hold the head, while another person loosens the nut from underneath. One method is by getting a pair of dikes under the head and pinching it tight. Another possibility is to force a flat blade screwdriver under the head and against one of the flats on the side of the carriage bolt. Presoaking not only helps loosen the nuts, but also helps swell the wood around the bolt, helping to hold it tight.

If you have a step installed on your coach, check to see if it is mounted to the steel chassis and the aluminum body frame. If so, it will need to be removed from one or the other.

Now that all the nuts are removed, jack up the rear of the body, being sure to jack evenly on both sides of the coach. **NOT THE STEEL FRAME.** Just the body. You can jack on the aluminum crossbar that extends out beyond the steel frame, on each side of the coach. Raise the body about three inches in the rear and place on jack stands.

Note: if you have two jacks, changing the pads goes a lot faster and easier as you will not have to move the jack back and forth, from side to side.

Move down the sides of the coach, jacking on the body floor aluminum cross members. Jack the body up only high enough to remove the old pad. If there is no pad, then jack the body up high enough to slip a one inch board between the body and the frame. Slip the board in. The reason for doing this is twofold. If the jack slips and your fingers are between the body and the frame and a board is not there, you will end up with smashed flat fingers. Second, if you jack the coach up too far, you could break the seals on the black water tank and you know what comes of that!

Now, the body frame aluminum and the steel frame must be cleaned in the area of the new pad installation, before the new pads are glued down. All residual glue, etc. from the old pads must be removed, along with any dirt that might have found it's way there. You can scrape the area, wash with acetone, lightly sand, or use any other favorite method for preparing the surface before gluing the new pads in place.

So, you carefully work forward: jacking the frame, inserting the one inch board for safety, remove the old pad, clean the spot, glue and install the new pad, remove the spacer board. Repeat until all the pads are installed.

Note: There are three types of pads in your kit. The set of 18 run down both sides, 9 per side. The set of 4 are used on the body side attachment clamps. And the set of two are used in conjunction with two of the eighteen. If you purchased a set for '77 or '78 year model coaches, you will have 20 pads that are the same thickness and size. In this case, just double up two of them. These go on the frame between the rear wheels set in off the main frame. See enclosed diagram for placement of all the pads.

When all the pads have been installed, remove jack stands and carefully lower the body back on to the frame. Make sure pads do not squeeze out while lowering the body. Use some Never Seize on the bolts and reinstall the rear nuts. Now install the new pads on the body hold down clamps. This is where the set of 4 smaller pads are used. Install the rest of the nuts and torque to factory specs.

We have enclosed screws with this set to help keep the body pads in place - instead of ending up on your driveway in the years to come, as all body pads have a tendency to squeeze out, due to shifting of weight on the frame. To use them, drill a 1/8 inch hole through the outside edge of the pad and up into the aluminum frame of the body. Then run these screws up into the rubber pad, until the head is just flush with the face of the pad. Do not try to force the screw further into the pad. This will help keep the pad in place.

We suggest using contact cement, construction adhesive (such as Liquid Nails), or something similar to glue the pads.

Contents of kit:

Instructions

Pad placement diagram

18 main body pads

4 side body pads (go in clamps)

2 pads for between wheels

18 screws for pad retention

Enclosed is a set of body/frame insulator pads and a set of dry wall screws. It is suggested that in addition to gluing the pads to the frame, that one also screws them to the aluminum body frame members to help prevent them from falling out. Below is a guide for the proper location for installation of these pads.

