

“Maintaining The GMC Motorhome”

Presenter – Fred Hudspeth

An interactive exchange of owner experiences and recommendations on the maintenance and repair of the motorhome. Fred introduces topics from his Powerpoint program and facilitates discussion. This program is a continuation from convention-to-convention. Only a few of the topics are covered at each convention to allow full development of each topic. Further, no two convention audiences are ever alike.

Conducted at GMC Motorhome Conventions starting in 2012. Updated 11-7-17

DISCLAIMER / Technical information is contributed by GMCMI members and the GMC Community is published as a service to GMCMI members and the GMC Motorhome Community. Accuracy is not guaranteed. Independent verification is urged.

GMC CLASSIC MOTORHOME

‘How to Drive it Forever’

Major Topics for Discussion:

- Safety - Inspection and Repairs
- Lubrication and General Maintenance
- Emission Controls Maintenance

Safety - Inspection and Repair

- Brakes - imploded brake hoses
 - corrosion under brake line clamps
 - pads and shoes
 - calipers and cylinders
 - parking brake
- Aged Tires (7 years maximum unless protected from UV damage; check DOT code)
- Fire Extinguisher - properly charged and full.
- Oil Cooler Hoses (4-year life without documentation)
- Fuel (Gasoline) System - pump to carburetor (must be steel)
 - carburetor float valve
 - tanks
 - fuel tank vent line (under fuel filler cavity)
 - electric fuel pump (after market if so equipped - must shut down with loss of oil pressure or alternator current and have momentary override for starting)
 - fuel separator - left rear wheel cavity
- Propane System - fill valve integrity
 - pressure reducer
 - flex line at tank
 - copper line from tank under body (gravel, other damage)
- Transmission - chafing of oil cooler lines under left manifold
 - corrosion
 - vent (precise filling of transmission required; reroute when transmission is removed for service using 90 degree vent fitting, GM # 8652580
Note: - no longer available from GM sources. May be easier to fabricate.
Bob Burkitt can furnish fabrication details - rburkitt@cinci.rr.com

GMC CLASSIC MOTORHOME

‘How to Drive it Forever’

Safety - Inspection and Repair (Continued from Page 1)

- Wheel Bearings - front (fire risk, overdue service)
 - rear (fire risk, overdue service)
- Suspension/steering/wheels - steering linkage
 - lower control arm (risk of cracks)
 - air bags (10 year life without documentation, longer with minimum UV exposure)
 - cracks in OEM wheels
- Exhaust System - manifolds
 - mufflers (including floor insulation above mufflers)
 - pipes
- Electrical - battery/starter cable chafing
 - excess current draw with all systems off
 - 110-Volt system (ground fault interrupters)

Lubrication and General Maintenance

- Service Intervals
- Fluids and Lubricants
- Chassis Lube
- Ride Height
- Engine - water pump
 - distributor advance lube
 - oil leaks
 - coolant hoses (thermostat bypass, radiator, heater, etc)
 - belts
 - timing chain

Emission Controls Maintenance

- Maintenance Intervals

“Happy Motoring”