

The Eagle Model 15

Motor Home Shell

SPECIFICATIONS

Dimensions—

Overall length over bumpers.....40'0"
 Overall width over fenders.....102"
 Height overall, unloaded.....141.25"
 Underfloor baggage capacity

340 cu. ft. nominal

Wheel base front to drive axle

285½" wheels

Wheels (8) accommodate

11 x 24.5 tubeless radial tires

Turning radius.....45'0"

Weight (dry).....25,250 lbs.

GVWR.....44,700 lbs.

Standard Engine—DDA Model 6V92TA

V type 6 cylinder, two stroke, turbo-charged rated at 300 horsepower.

Displacement.....552 cu. in.

Compression Ratio.....18.5 to 1

Bore and Stroke.....4.84 x 5"

Optional Engine—DDA Model 8V92TA

V type 8 cylinder, rated at 475 horsepower.

Displacement.....736 cu. in.

Compression Ratio.....17.0 to 1

Bore and Stroke.....4.84 x 5"

Electronic Control.....DDEC

Engine Options—Jacobs engine brake. Two

stage governor, limited speed.

Transmission—Allison HT-740

fully automatic four speed.

Optional: Allison HT-754

fully automatic five speed.

Optional: ATEC

Suspension—B.F. Goodrich "torsilastic®"

units mounted outboard of frame to completely minimize body sway and roll. Fully independent suspension of front and bogie wheels.

Fuel System—One 154 gallon fuel tank centrally

mounted. Primary and secondary replaceable fuel filters. Fuel fillneck located on both sides of coach. Optional sizes are also available.

Steering—Full hydraulic power steering. Reser-

voir with sight glass located in engine compartment.

Axes—

Front: Rockwell standard FF942 with 14,400 lb. rating.

Bogie: Rockwell standard FF942 with 14,400 lb. rating.

Rear: Rockwell standard S162 hypoid fully floating axle available in 3:38 ratio with 24,500 lb. rating.

Tires—Michelin, Firestone, and Goodyear tires are available (11x24.5). Eight tires are standard equipment.

Brakes—Service brakes are two shoe type at each axle, air actuated by 16 sq. in. diaphragm actuators at front and bogie, and 30 sq. in. actuators at drive axle. Emergency and parking brake functions incorporate a Bendix Westinghouse DD3 application valve. Brake drums are 16½" inside diameter, the front and bogie have 5" width lining surface and the rear has 8 5/8". Total brake lining swept surface is 1930 sq. in.

Air System—Bendix "Tru-Flo 700" air compressor delivers 14 cu. ft./minute at 1250 rpm. All air tanks provided with automatic drain valves with manual release. Audible low air warning is provided for front and rear brake circuits. The air system is equipped with a Bendix AD-4 air dryer for positive freeze up protection.

Electrical System—12V negative ground system for reliability, safety, and parts availability.

Alternator: Delco Remy 300 amp gear driven, oil cooled.

Batteries: Three heavy duty Delco maintenance free provide over 1875 cca.

Instrument Panel—The driver's instrument panel contains all vehicle and operating controls. Gauges and switches are mounted in four easily removable panels for ease of maintenance. Water temperature gauge, air pressure gauges, turbo boost gauge, voltage gauge, fuel gauge, and speedometer are standard. Aircraft style electroluminescent panels are standard.

Driver's Air Conditioning—A Separate system with controls is provided for the driver and is standard.

Optional Air Conditioning—Carrier 05G compressor. Two electric motors drive two squirrel cage blowers to maximize airflow (approximately 2800 cfm).

Body Structure—The body frame structure is high strength steel tubing welded into an integral unit designed to minimize strain stresses. The fully integral frame carries all dynamic and static stress loads, none of these loads are transmitted to the outer skin.

Exterior Siding—Side skins and roof panels are of aluminum alloy with caps of reinforced fiberglass at the front and rear crowns. Anodized aluminum siding is installed from the passenger floor level down. Exterior side skins are epoxy primed and painted aluminum.

Interior—Front and rear interior crown sections are formed high impact thermoplastic.

Floor—The floor is flat throughout. Flooring is two layers of fire retardent treated ½" A/C plywood bolted to the understructure.

Insulation—Roof and side wall areas are insulated with 1½" urethane foam sprayed in place. Rear seat area and shelf area over the engine compartment have 1½" fiberglass sandwich with .030" lead sheet between aluminum shielding.

Baggage Compartments—The underfloor baggage compartment floor is constructed from high strength extruded aluminum transverse sections. On each side three articulated full width access doors of equal size fold upward. Capacity of a nominal 340 cubic feet is fully useable with open web construction between compartments. Access doors have two sealed inert gas cylinders to reduce lift effort and eliminate slam closing.

Side Windows—Side windows are mounted in black anodized aluminum sashes. Windows are sliding sash with removable screens. Total number and location of windows is dependent on the floor plan of the final conversion. Tinting allows a nominal 28% light transmittancy, while only 20% outside heat is transmitted.

Miscellaneous Options—Destination sign; Retractable entry step; Cruise control; Intermittent wipers; Air horn; Heated mirrors; Custom Imron exterior paint scheme; Air leveling system; Fog lights in bumper; Trailer hitch; Radiator shutters; Hour meter; Oil reserve tank; Fuel/water separator.

Detailed conversion specifications available upon request.
 Specifications subject to change without notice.

