



"A FAMILY OF FRIENDS"

A PUBLICATION OF TETON CLUB INTERNATIONAL

Inside This Issue . . .

- TCI Rally Highlights
- 2 Winter Luncheons Planned
- '99 Teton Changes

Plus Inserts . . .

- Y2K International Rally Application
- Northeast, Southeast, Northwest & Southwest Rally Applications
- 2000 TCI Dues Form
- Welcome new Members
- **AND MORE . . .**

The opinions expressed in this publication are those of the authors and do not necessarily reflect the viewpoints of Teton Homes, Teton Club International, or any of its officers.

Any technical advice is not intended to substitute for the advice of a professional mechanic or authorized RV service technician and TCI accepts no liability.

The newsletter is published quarterly in February, May, August, and November. Deadline for articles is the 10th of the month preceding publication. All letters, articles, art, and photographs are subject to editing, alteration, or may be condensed.

Please mail or email all articles to:

George Hooper, TCI Editor
PMB 885 PO Box 917729
Longwood, FL 32791-7729
Email: georgehooper@mindspring.com

Thank You . . .



To the more than 80 club members who contributed to our TCI, "Family of Friends" newsletter last year—Thankyou!

Your notes, articles, and photographs make the newsletter what it is . . . A reflection of your active RV lifestyles, your willingness to share ideas and above all our desire to meet socially at luncheons, dinners, and of course, rallies.

Make a New Year's Resolution to contribute to your newsletter this year. Your Teton friends really do want to hear from you.

GEORGE HOOPER, EDITOR

Bunnie Beck #7	Norm Rentle #466
Joe Betz #130	Heath Rentle #466
Darlene Betz #130	Jack Repplinger #522
Patti Bippley #582	Mary Repplinger #522
Jim Bippley #582	Earl Richmond #737
Bill Bloomer #606	Donna Riedel #830
Sherry Bloomer #606	Dee Roberson #627
Kitty Burns #767	Don Schnyders #537
Rhonda Chabot #610	Clara Schnyders #537
Mamie Comini #735	Mike Staso #813
Marty Diederich #533	Bob Steiner #131
Dee Diederich #533	Phyllis Steiner #131
Jo Evans #83	Ed Sullivan #408
Bruno Evans #83	Jimmie Sullivan #408
George Golay #382	Ronald Terrell #759
Shirley Golay #382	Joan Tanner #132
Frank Herndon #594	Harold Tanner #132
Rocky Hagen #430	Jack Thompson #768
Bev Hagen #430	Alta Thompson #768
Phil Hargin #478	Jim Turner #671
Connie Hargin #478	Carol Turner #671
Kay Hooper #454	Carl Vincent #617
Louis Hughes #508	Juanita Vincent #617
Joan Hulse #309	Harry Winston #146
Bernie Hulse #309	Cathy Winston #146
Marty Jenkins #727	Colleen Woods #329
Rose Jenkins #727	Denison Woods #329
Nick Keller (factory)	Jerry Worley #125
Patti Maxfield #434	Heidi Worley #125
Rick McHugh #401	May Worman #336
Carol McHugh #401	Jim Worman #336
Mitch Nakamoto #213	Sue Zweige #18
Billie Nakamoto #213	Ray Zweige #18
Norm Nordin #77	
Flo Nordin #77	
Doug Palmer #742	
Rosalyn Palmer #742	
Ruth Ranke #373	

Installing a Portable Dishwasher

Recently, I purchased a dishwasher for my wife, for our Teton Prestige. When it came time to hook it up as a portable unit to the kitchen Moen faucet, I found the quick release adapter was not long enough for all the parts to make a coupling.

I went to Home Depot and found an aerator adapter, (part 037155-36124133) stock No. 36124B. It cost about \$4.00 and works great!

Scott Hoyle #887

Computers and RVing

Computers and RVing are becoming a prerequisite as a navigational aid for the serious RVer. Two programs we use are Microsoft Streets" and Yellow Pages U.S.A." The two CD disks come in a single package. How are they used? You are in an unfamiliar town or metropolitan area looking for a hobby shop, Wall-Mart etc. Within minutes the locations can be pinpointed on a map. Big city, small town makes no difference. The disks cover the entire United States. If the programs can find 16 Chip pechaug Trail on an island near the little town of Mystic, CT, it can find any place—truly remarkable. The current generation of mapping software includes a GPS (Global Positioning System) hooked into a lap top computer. The system keeps track of one's progress on a constantly moving map.

DENISON G. WOODS #329

Welcome New Members

New members

TCI #847

Ron and Michelle Hobill
PO Box 1475
Lander, WY 82520

TCI #848

Tim and Donna Rosette
PO Box 540
Silt, CO 81652

TCI #849

Jack and Stella Steele
11311 Spring Valley
Kansas City, MO 64134

TCI #850

Dennis and Barbara Preis
PMB 112208
222 Rainbow Dr.
Livingston, TX 77399-2022

TCI #851

Richard Dickinson
PMB 13066
220 Rainbow Dr.
Livingston, TX 77399-2020

TCI #852

C. Edward and Ellen Ryf
27100 NW 36th Ct.
Ridgefield, WA 98642

TCI #853

Gary and Edith Cantwell

PMB 9815

198 Rainbow Dr.
Livingston, TX
77399-1098

TCI #854

Doug and Doreen Freeman
TME 1717
PO Box 1012
Eugene, OR 97440

TCI #855

Frank Hoffman and Virginia Haze
PMB 159
922 S Woodbourne Rd.
Levittown, PA 19057

TCI #856

James and Jean Hodge
PMB 602
3213 W Main
Rapid City, SD 57702

TCI #857

Howard and Candi Franklin
2302 Towery Trail
Lutz, FL 33549

TCI #858

Marvin and Anita Hopper
145 Rue de Grande
Brentwood, TN 37027

Rejoined

TCI #731

Fred and Joan Mattox
731 S. Arbustus St
Lakewood, CO 80228

TCI #432

Rob and Vikki Pietras
2 Robin Pl
Farmington, NY 11738

TCI #549

Dick and Karen Crawford
120 Rainbow Dr., PMB 2028
Livingston, TX 77399

Changes

TCI #478

Phil and Connie Hargin
PO Box 18254
Boulder, CO 80308-1254

TCI #629

Spencer and Opel Gregory
PO Box 6673
Virginia Beach, VA 23456

TCI #750

Roger and Wanda Murray
429 S Croft Rd. Suite 3
Inverness, FL 34453

TCI #649

Bob Presson and Lavern
Lewis

TCI #742

Doug and Rosayln Palmer

PMB 10093
200 Rainbow Dr.
Livingston, TX 77399-2000

TCI #796

Buzz Olson and Jane Ruch
PMB #532
3818 S Western Ave
Sioux Falls, SD 57105-6511

TCI #420

John and Dorothy Clowsen
11801 N Washington St
#H-407
Northglenn, CO 8Q233-501

TCI #634

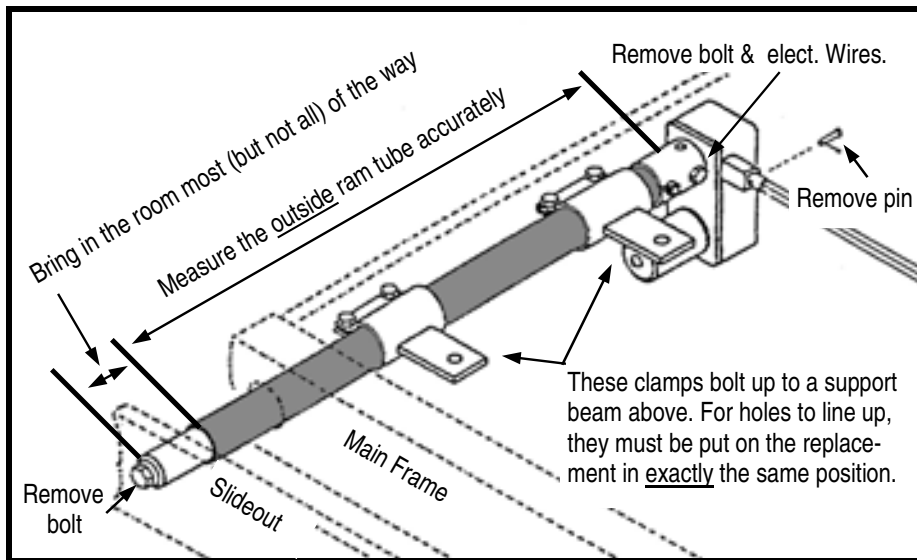
Howard and Alice Fryover
3800 15 Mile Rd
Barryton, MI 49305

Slideout Noises . . .

Until a couple years ago, Teton Homes moved their slideout rooms in and out with a series of mechanical “jackscrew” rams made by Barker Manufacturing, Inc. Teton most commonly used these jackscrew rams in pairs on their larger slideouts. A DC powered motor directly drove one ram, while a second “slave” ram was driven by a long connecting drive shaft from the same motor. When you consider all of the flexing, road vibration, and the mass being moved, the system has been remarkably reliable --albeit a bit slow. The rams were not designed

for alignment problems. Look at each of the main support beams. Check the square tube, looking for harsh scrapes, caused from the tube being off center and scraping one of the sides as it enters the outer tube. Also be sure to inspect the outer (lower) roller on room support beams (square tubes). The inner (top) roller can only be inspected by dropping the belly pan. Fortunately, it is protected from the elements and should be in better shape. The support beams do not have to be rust free.

Barker Slideout Mechanism – Motor Ram Shown



The same alignment check should be made for the slideout ram tubes. Check for telltale scraping and severe bowing. The rams can generally be adjusted up or down with two large nuts, and side to side a little by loosening the ram end bolt. If you decide to do this adjusting yourself, be careful. Measure the distance from the inner ram tube (where it leaves the outer ram) to the slideout floor above. Then measure the distance from the floor to the ram, out near its end. The measurements should be similar. Find a spot on the ram tube mid-way between the first two measuring locations. Check that distance to determine whether the slideout tube is bowed severely because of slideout room sag.

If your measurements, or a visual inspection, show the ram tube to be quite bowed, it is possible that your “err, err, err” noise is coming from the internal jackscrew and nut. On my trailer, the

to support the weight of the slideout. That task is handled by one or more square tube support assemblies, which travel back and forth on rollers.

Although the slideout mechanisms have been called “maintenance free,” they really do need your attention. If nothing else, keeping everything clean, and checking connections (mechanical and electrical) may prevent, or uncover, developing problems. Equally as important as cleaning, is listening to your slideouts as they travel in and out. Any changes from the normal whirring and whining sounds, may indicate trouble.

If your slideout has developed a squeal, groan, or scraping sound; or it starts to sing out a loud, “err, err, err” as it moves, it’s time to take action. Using the theory, “first try the cheapest and most obvious,” Nick Keller of Teton Homes suggests that you begin by cleaning the bottom of the slideout floor. Then polish it or use a silicone lubricant. The same should be done to the bottom rubber wiper. If the ram tubes are dirty or rusty, clean them, or sandpaper them to remove rust. Then spray the tubes with a protectant. I use WD-40. Protect-All has a slide-out lubricant/protectant which clings well to the tubes.

If cleaning and lubricating hasn’t solved the noise, check

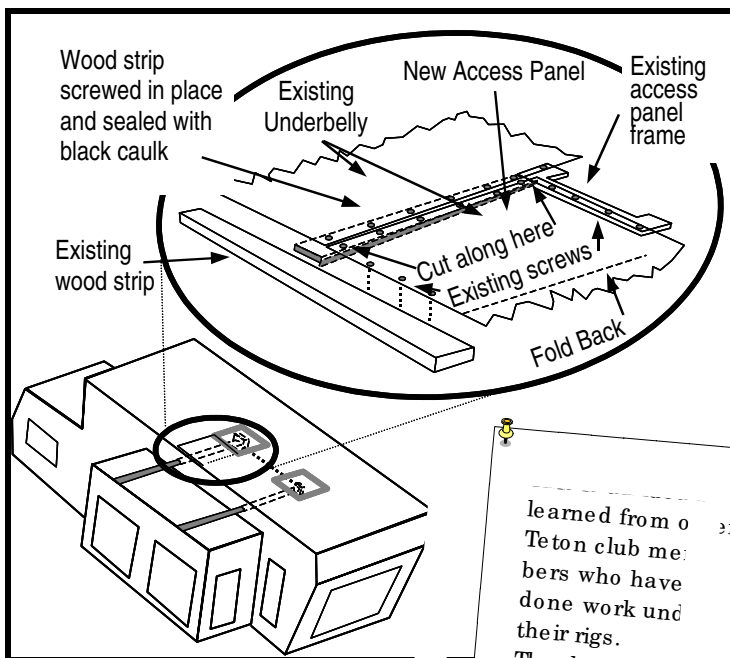
noise was most pronounced the first two feet that the room came in (where the bowing was most pronounced). It lessened as the room came in. An inspection of the inner workings of the faulty ram showed that the jackscrew nut was reamed out larger and had a sloppy fit, probably caused by the uneven pressure of the jackscrew in the bowed tube. Some Rvers have taken the ram apart and have re-greased the nut and screw with limited success. They bought some time, but with a sloppy fit, failure was only a matter of time. Barker Manufacturing does sell a replacement jackscrew nut, which is cheaper than replacing the entire ram. This is a consideration, as long as the jackscrew is in good shape.

If you have a bad ram, and you decide to replace it yourself, you can order one from Teton Homes, or directly from Barker Manufacturing (now that Teton no longer uses them). Check with Barker to compare prices. They charged me \$120 for the same ram that Teton sells for \$250. Ordering a replacement ram is not a simple phone call. You must first know what size ram you need. Don’t guess, and don’t rely on your paperwork. My first wrong order came by using the number listed in my owner’s manual. My second wrong order came from Teton Homes. Apparently they have made “running production” changes, using different length rams in their units at different times.

Perhaps You Need to Change That Ram

To correctly identify your ram, you must measure the exact length of the outer ram tube. There are no part numbers on the tubes. They are all similar except for length. To take this measurement, you must lower the plastic underbelly, or if you have room, reach in through the motor access panel. Measure from point where ram goes through side trailer frame to the motor (or gearbox angle if you're replacing the "slave" drive ram. At the motor (gearbox) end, the ram goes into a collar for the last couple inches. Include the collar in your measurement and then subtract 1 ¼ inches from your measurement. Now measure the part of the outer tube that extends outside of the frame. Add that to the interior measurement. For example, My '97 San Gabriel XL room uses what Barker calls a 42 inch ram (#19415). However, the ram's outer tube is actually 54 ¾ inches. (12" outside frame + 44" inside frame to motor (including the collar), minus 1 ¼ for the collar = 55 ¾). When you have the measurement of the outer tube, call Barker Manufacturing. With that number, they will tell you what part number you need.

Alternate: Building an Access Panel



Pick up a strip of lumber, 2-3" wide and as long as necessary. An 8 foot piece should be plenty. Also pick up some black cone caulk and a package of screws.

Cut the underbelly from the existing access panel to the side of the trailer. Unfasten the underbelly at the access panel and side of the trailer. Fold back the plastic to work. When finished, attach both sides of the plastic underbelly to the wooden strip as shown above. Caulk all seams when done.

learned from our
Teton club members
who have done work
under their rigs.
Thanks

Replacing a Slideout Ram

Replacing a slideout ram yourself is not a difficult job, as long as you don't mind working on your back under your rig. If all goes well, the task will take you a couple hours, depending on whether you decide to make an access panel and whether you have a power screw driver.

1. Remove the drive motor or gear access panel, depending on which ram is to be measured or replaced. Lower enough of the trailer under belly to access the entire ram. This could be a rather large area (see sidebar: "Building an Access Panel" for an alternate approach to this task). Move the insulation and plastic under belly out of the way
2. Bring the slideout room in as close as possible, leaving yourself just enough room to work at the outer end of the ram. Measure the length of "run out" of the ram. Record this measurement. You will need it later just to be sure that the new ram has been extended to the same length.
3. Remove the end bolt that connects the ram to the outside of the slideout room. Pull the rubber grease cover from the end of the outside ram and slide it to the outside edge of the ram.
4. Underneath, disconnect the shaft that drives the second tube. The rams should now be independent of each other.
5. If you are replacing the motor driven ram, disconnect the positive and negative leads to the motor. Mark or record where they came from.
6. Remove the 3/8" bolt that connects the ram collar to the motor (or the right angle gearbox). If you have left the ram extended more than 5 or 6 inches, you may need to use the motor (or turn the auxiliary shaft by hand) enough to bring the ram in. This will make it easier to manage removal and reinstallation.
7. Unbolt the two ram clamps from the square tube that supports it. **DO NOT** unbolt the clamp from the ram tube at this time unless you have clearly marked its location.
8. Remove the ram by pulling it in through the hole in the frame. The rubber grease cover will fall off. Don't forget it. Place the old and new rams side by side. Remove the clamps from the old ram and attach them to the new ones in the same place on the new ram. Be accurate. It won't bolt up or work properly if your measurements are off. Tighten the clamps enough that they hold, but with the understanding that you may have to readjust them when they are bolted in place
10. Install the new ram, connecting it to the motor (or gearbox) and the square tubing support beam. Tighten all clamp fittings.
11. Reattach the DC power leads. This is a good

time to be sure that all electrical connections are firm, and that no wires are supported solely by their connectors. Use Zip ties if necessary. I have had two slideout malfunctions that turned out to be nothing more than a wire pulled out of a connector, and a connector pulled off the relay -- both problems caused by the weight of unsupported wires going to switches and relays.

12. Run the ram out until the outer tube is exactly the distance of your previous measurement. It should just touch the slideout bracket. Check distances with your measurements.

13. Reconnect the end tube bolt. It should line up with the hole. If it is close but won't quite line up, after you reconnect the auxiliary drive shaft, you may need to carefully run the room out enough so you can "flex" the tube into position. If it is way off, recheck your installation.

14. Reconnect the auxiliary drive shaft and bring in the room. When it is almost closed, recheck to be sure that the room is coming in evenly.

15. When the room is in, check to be sure that it is correctly pressing on all bulb seals. If it is not even, you will need to disconnect the auxiliary drive shaft and readjust one side or the other.

16. Close up the belly or your new access panel. Be sure to pull all insulation back into place. Recaulk all opened seams. I use a tube of black GE Silicone caulk.

GEORGE HOOPER #454

For More Information . . .

Barker Manufacturing Co.

PO Box 460
Battle Creek, Michigan 49016
(800) 537-9940
(Ask for Bob in Customer Service).

Teton Homes

3283 N. Nine Mile Rd.
Casper, Wyoming 82604
(307) 235-1525
(Ask for Nick)

Air Conditioner Vents

We had a situation that we found aggravating. When running the living room central air conditioner, the bedroom got overly chilly, even with all bedroom vents partially blocked with cardboard inserts, while the rest of the trailer did not get cold enough. Jim Estes installed some baffles in the living room air conditioner to redirect more air to the rear of the trailer. When we first turned the system on, with the baffles in place, all kinds of Styrofoam bits and pieces came blowing out of the rearmost air vents; they had been there since the trailer was built four years ago but had never had enough air flow to dislodge them. We now have a consistent temperature throughout the trailer whether we are using the air conditioner or heat pump.

If any of you fellow Tetoners are having similar problems, or are in need of any other kinds of repairs, we most highly recommend Jim Estes. He is a Master Certified Technician with 21 years of experience. His work is outstanding and he is very knowledgeable in all aspects of RV repair and maintenance. He works with original manufacturers warranties as well as extended warranties. He can be reached at 316-776-9025 in Wichita, Kansas.

DEE ROBERSON #627

Regional News

George Hooper, TCI Editor
PMB 885 POB 917729
Longwood, FL 32791-7729

FIRST CLASS MAIL