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CHASSIS

VEHICLE IDENTIFICATION FROM SERIAL NUMBER 1967 TO JUNE 30, 1974

SAMPLE SERIAL NUMBER: 8901234 (S/N is preceded by "CT" for camping trailer)

(digit/s)

1	Model Year	8
	1 = 1967, 2 = 1968, 3 = 1969, 4 = 1970, 5 = 1971, 6 = 1972, 7 = 1973, 8 = 1974 (6/73 - 6/74)	
2	Size	9
	"7" or "8" = Body length of 9' x 80" wide "9" = Body length of 11' x 80" wide	
3	Floor Plan	0
	Variation of furniture arrangement	
4-7	Sequential Serial Number	1234

VEHICLE IDENTIFICATION FROM SERIAL NUMBER
JULY 1, 1974 to AUGUST 1980 (Beginning with "CLN")

SAMPLE SERIAL NUMBER: CLN113EFS801001

(digit/s)		
1-3	Manufacturer Always "CLN"	CLN
4	Camping Trailer (type)	1
5	Axle (one)	1
6	Metal and Fabric (exterior)	3
7	Length	E
8	Model Year D = 1973, E = 1974, F = 1975, G = 1976, H = 1977, J = 1978, K = 1979, L = 1980	F
9	Plant of Origin (Somerset)	S
10-11	Model	80
12-15	Sequential Serial Number	1001

VEHICLE IDENTIFICATION FROM SERIAL NUMBER SEPTEMBER 1980 to around April 1990 (Beginning with "1CL")

SAMPLE SERIAL NUMBER: 1CLFE11C9BS801001

(digit/s)		
1	Manufacturer Identification Always "1" for U.S.A.	1
2-3	Manufacturer Identification Always "CL"	CL
4	Body type F - Folddown/Camping Trailer/Pick-up Camper C - Carrier/Versatrailer	F
5	Overall length C - (8'-10)' Pick-up Camper/Versatrailer D - (10'-12') Rebel/Ligonier E - (12'-14') Valley Forge/Gettysburg F - (14'-16') ALL 90 Series	E
6	Type of Trailer 1 - Camping Trailer 4 - Utility Trailer (Versatrailer) 7 - Truck Camper	1
7	Axle Configuration 1 - Single Axle 9 - No Axle	1
8	Product Series C - Camping Trailer P - Pick-up Camper U - Utility Trailer	C
9	Check Digit	9
10	Model Year A = 1980, B = 1981, C =1982, D = 1983, E = 1984, F = 1985, G = 1986, H = 1987, J = 1988, K = 1989, L = 1990, M = 1991	B
11	Plant of Manufacture Always "S" for Somerset	S
12 - 13	Model Examples: 65 - Rebel, 60 - Ligonier, 70 - Gettysburg, etc.	80
14-17	Sequential Serial Number	1001

VEHICLE IDENTIFICATION FROM SERIAL NUMBER
Around May 1990 to JUNE 30, 1991 (Beginning with "1EB")

SAMPLE SERIAL NUMBER: 1EBFD11COMS801001

(digit/s)		
1	Manufacturer Identification Always "1" for U.S.A.	1
2	Manufacturer Identification Always "E" for Fleetwood	E
3	Manufacturer Product Designation Always "B"	B
4	Body type Always "F" for Folding Camping Trailer	F
5	Overall length D = 10'-12', E = 12'-14', F = 14'-16'	D
6	Trailer Type Always "1" for Camping Trailer	1
7	Axle Configuration Always "1" for Single Axle	1
8	Product Series Always "C" for Camping Trailer	C
9	Check Digit	0
10	Model Year B = 1981, C =1982, D = 1983, E = 1984, F = 1985, G = 1986, H = 1987, J = 1988, K = 1989, L = 1990, M = 1991	M
11	Plant of Manufacture Always "S" for Somerset	S
12 - 13	Model Number Examples: 80 - Sun Valley, 90 - Shenandoah	80
14-17	Sequential Serial Number	1001

VEHICLE IDENTIFICATION FROM SERIAL NUMBER JULY 1, 1991 to PRESENT (Beginning with "4C")

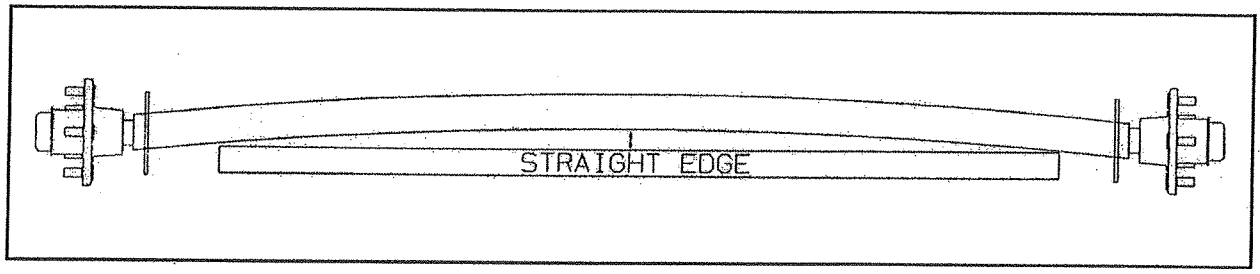
SAMPLE SERIAL NUMBER: 4CA690F1XN7200001

(digit/s)		
1	Manufacturer Identification (Country) ..... 4 Always "4" for U.S.A.	
2	Manufacturer Identification ..... C Always "C" for Fleetwood Folding Trailers, Inc.	
3	Manufacturer Product Designation ..... A P = Pioneer, A = Americana, D = Destiny, C = Colorado, F = Four Seasons	
4	Body Type ..... 6 Always "6" for Folding Camping Trailer	
5-6	Model designation ..... 90 Examples: 80 - Sun Valley, 90 - Shenandoah	
7	Overall Length ..... F C = 8'-10', D = 10'-12', E = 12'-14', F = 14'-16', G = 16'-18', H = 18'-20'	
8	Number of Axles ..... 1 Always "1" for one axle	
9	Check digit X	
10	Model Year ..... N N = 1992, P = 1993, R = 1994, S = 1995, T = 1996, V = 1997, W = 1998, X = 1999, Y = 2000, 1 = 2001, 2 = 2002, 3 = 2003, 4 = 2004, 5 = 2005	
11-12	Plant of manufacture ..... 72 Always "72" for Somerset, PA	
13-17	Sequential five digit serial number 00001	

AXLE BEAM CAMBER

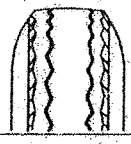
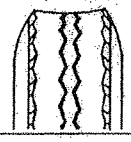
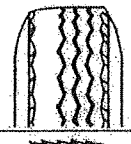
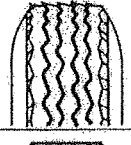
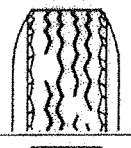
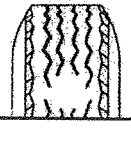
Camber is the arcing of the axle beam to allow for tow-in/tow-out of the wheels when the weight of the trailer itself is applied to the axle and also to compensate for the maximum cargo load recommended when added to the trailer. To check for proper camber on the axle beam, place a straight edge or string across the bottom of the axle beam. Using a tape, measure from the middle of the axle beam (approximate center) to the top of the straight edge. The gap or distance between the axle beam to the top of the straight edge should range from 1/8" to 3/4". Camber may vary from smaller models to larger models.

On trailers equipped with Dexter Axles, the allowable camber should be 1° - 1 1/2° positive camber (bow towards floor) or 3/16" - 1/4". These measurements are for both 10" and 7 1/4" axle assemblies.



ABNORMAL TIRE WEAR

TIRE WEAR DIAGNOSTIC CHART

WEAR PATTERN		CAUSE	ACTION
	CENTER WEAR	Over inflation	Adjust pressure to to particular load per tire catalog
	EDGE WEAR	Under inflation	Adjust pressure to particular load per tire catalog
	SIDE WEAR	Loss of camber or overloading	Make sure load does not exceed axle rating. Align at alignment shop
	TOE WEAR	Incorrect toe-in	Align at alignment shop.
	CUPPING	Out-of-balance	Check bearing adjustment and balance tires
	FLAT SPOTS	Wheel lockup and tire skidding	Avoid sudden stops when possible and adjust brakes

FRAME CAMBER

IMPORTANT NOTICE

These instructions are for the use of qualified individuals specifically trained and experienced in the installation of this type equipment and related system components. Installation and service personnel are required by some states to be licensed. Persons not qualified shall not attempt to install this equipment nor interpret the instructions.

1. From inside the trailer, loosen all screws attaching the furniture to the floor on the curbside (door side) of the unit. Do not remove screws attaching furniture to the side walls.

   From outside the trailer, remove all body panel screws holding the bottom of the metal side panels to the frame channels.

2. Jack the trailer up, front and rear, to the beginning doorway opening of 24 1/4". (Measure between the metal bulkheads.) The access door must be down or in the open position.

   NOTE: We recommend using jack stands to support the rear of the trailer and hydraulic jacks under the front of the trailer. All jacks should be placed on the main frame bars to support the trailer weight. Tires should be off the ground.

3. Spray wheel well and surrounding floor area with water to prevent melting or burning the wood while welding.

4. Put two beads of weld on the top half of the curbside frame bar between the cross channels. (See diagram.) Place beads approximately 1/4" apart. Run the weld bead the entire length between the cross members. Use highest possible heat setting without burning holes through the frame. (Refer to the diagram on the next page.)

5. First, apply weld frame at the wheel well opening and allow to cool for twenty minutes. Check the doorway opening. If the frame has not cambered enough, move to the frame section behind the doorway opening and weld. Allow to cool. Recheck the doorway opening. If additional camber is still needed, weld the frame span at the third recommended location. Allow to cool and check doorway opening. (Minimum cool down time is twenty minutes between welding frame sections.)

   NOTE: The weight must be taken off of the jacks to check the doorway opening. Allow twenty minutes for the frame to cool before taking any measurements.

6. When welding the roadside frame bar which contains the wire harness, stay on the top half of the frame bar between the cross channels. Roadside frame bars should only be done if results are not achieved on the curbside.

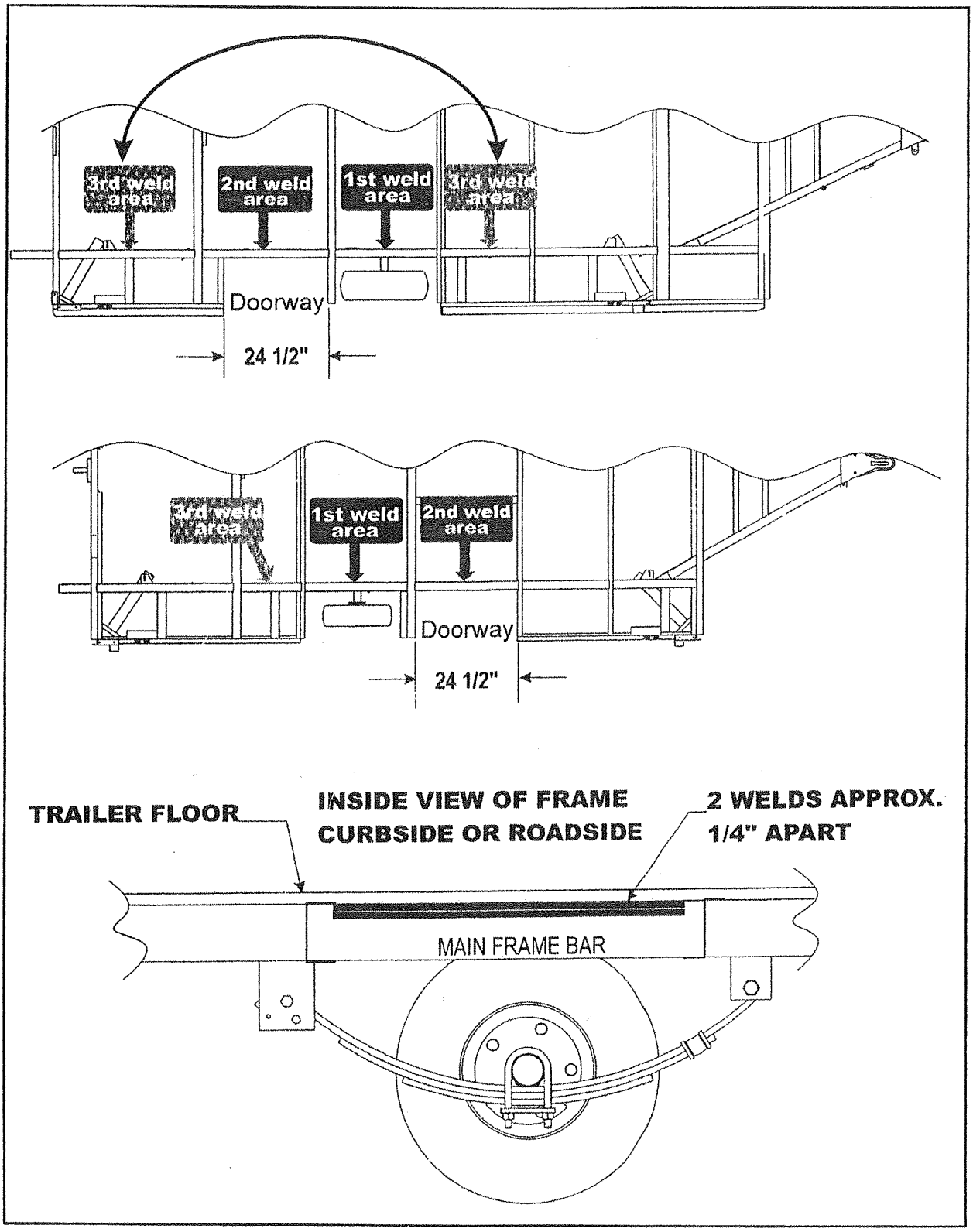
7. Just welding the inside portion of the frame bar should be sufficient to re-camber the frame. If not, do both the inside and outside portions of the main frame bar.

   NOTE: If doing the outside portion of the frame bar, removal of the tire is necessary.

8. Grind any slag or heavy welds down and repaint the frame. Recheck all running lights for proper operation.

9. Lower the trailer and check frame camber at the doorway to ensure the 24 1/4" - 24 1/2" (maximum tolerance) dimension is maintained. Measurements should be taken between the metal doorway side bulkheads.

WARNING: It may be necessary to slide a piece of sheet metal between the floor and the frame to prevent heat damage to the floor. Weld beams should be as close to the top of the frame bar as possible.


3rd weld area
2nd weld area
1st weld area
3rd weld area
Doorway
24 1/2"
3rd weld area
1st weld area
2nd weld area
Doorway
24 1/2"
TRAILER FLOOR
INSIDE VIEW OF FRAME
CURBSIDE OR ROADSIDE
2 WELDS APPROX.
1/4" APART
MAIN FRAME BAR

SQUARING AXLE BEAM TO FRAME

To check the axle beam for squareness to frame, it will be necessary to take a measurement on both of the axle springs to the front frame cross channel. Using a tape, measure from the spring pad anchor bolt in Figure A to a parallel point on the front frame cross channel as depicted in Figure B. The measurements found should have a maximum variance of 3/8". (**EXAMPLE:** If one side measures exactly 69 1/2", the opposite side must fall between the measurements of 69 1/8" to 69 7/8" to be within acceptable tolerances.) This tolerance has been found to be acceptable and will not cause a tire wear problem.

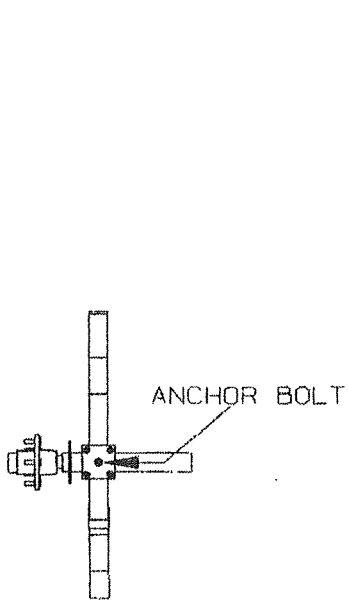


FIGURE A

C:SM15

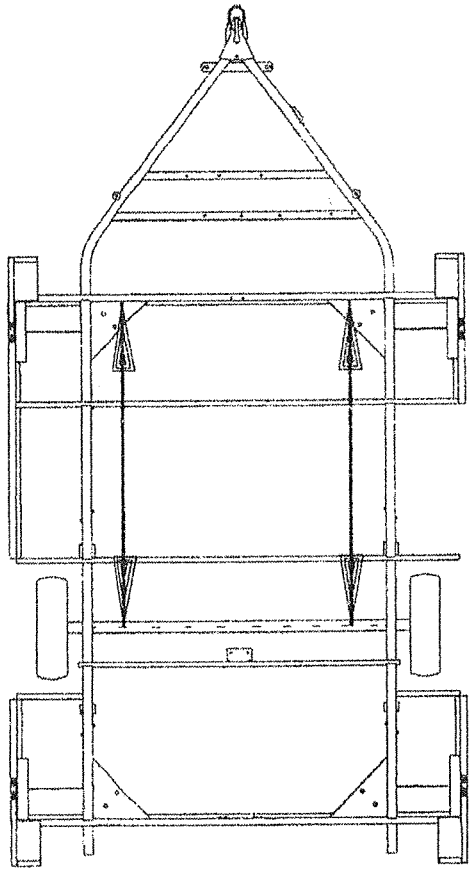
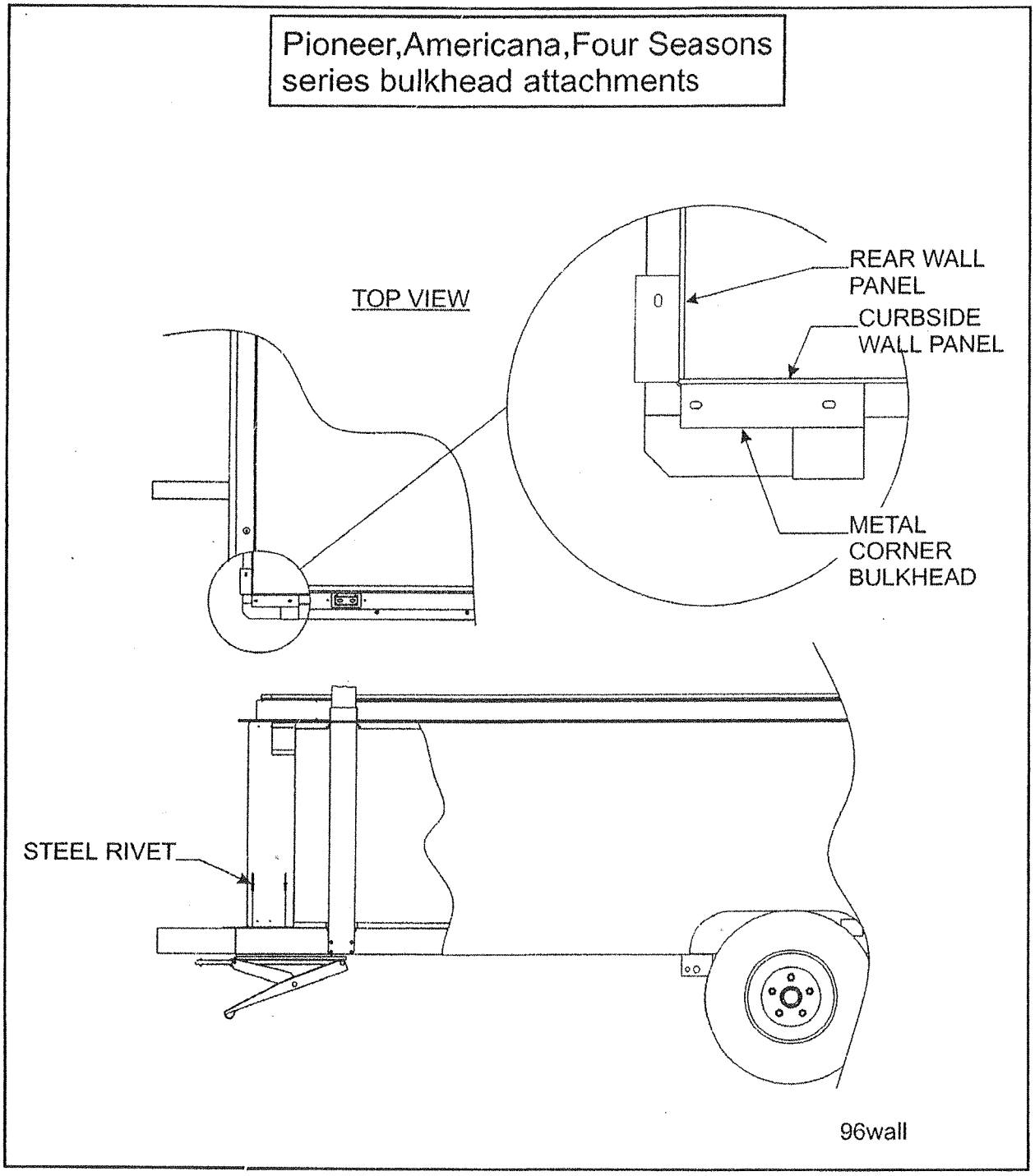
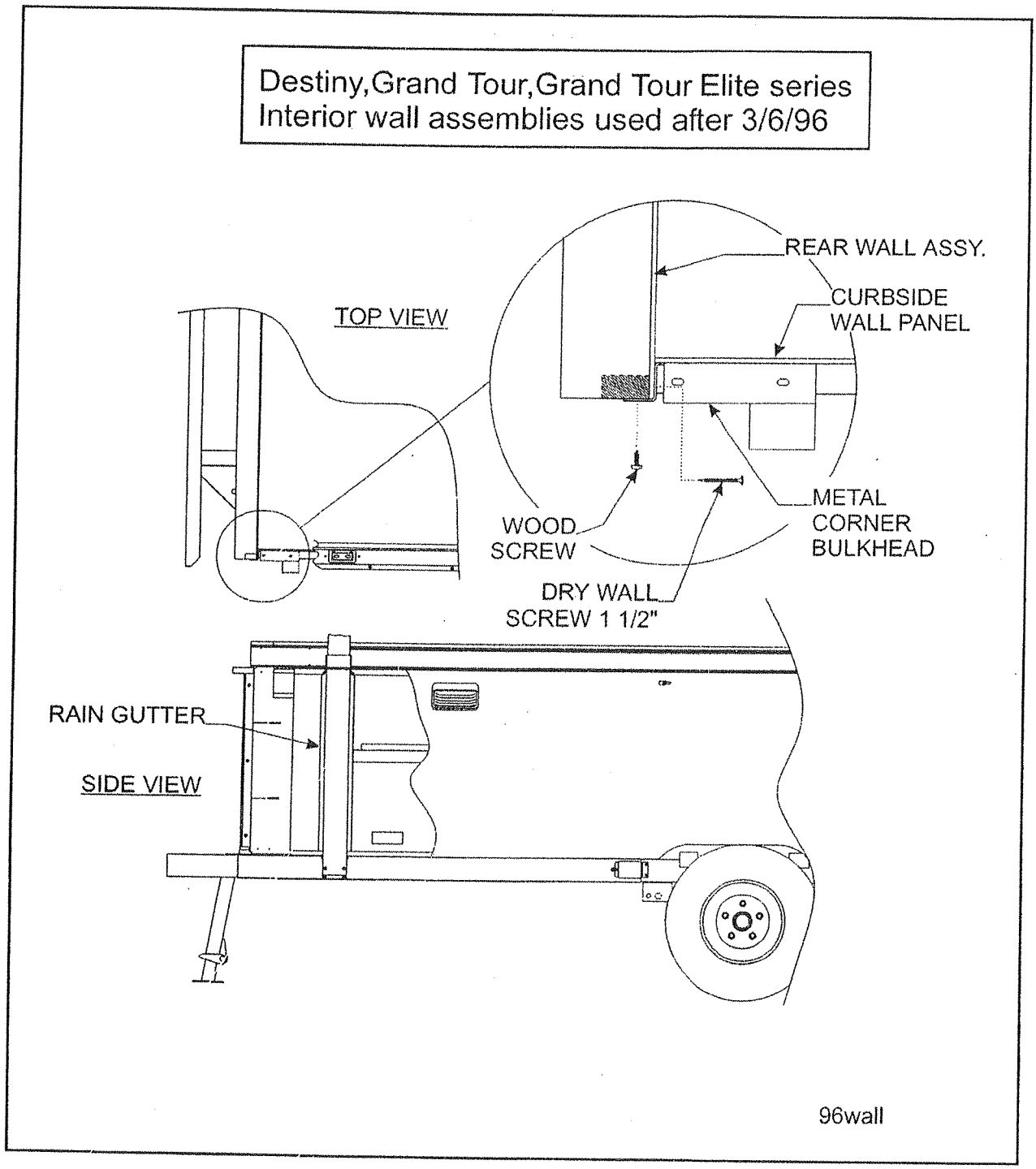
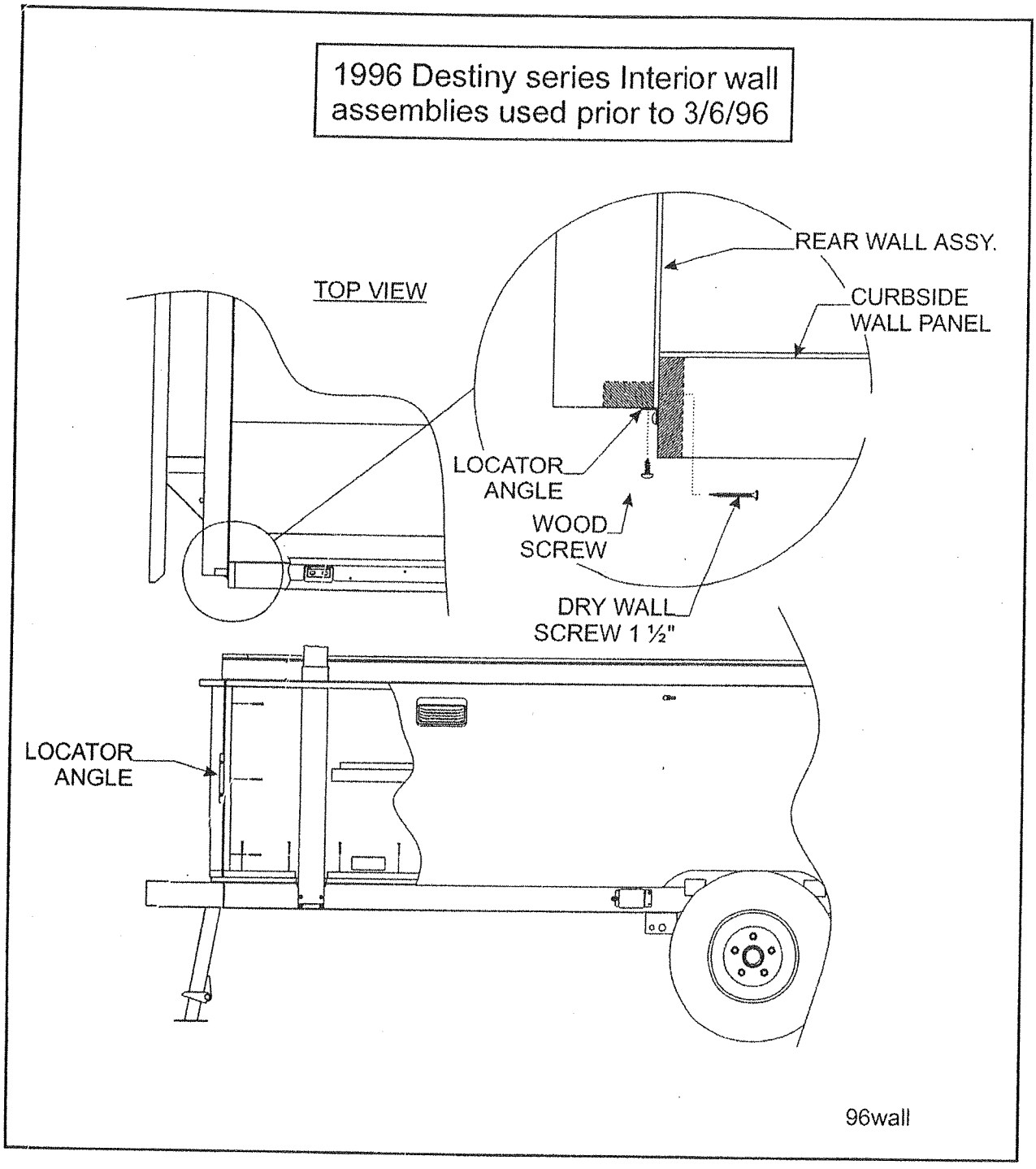


FIGURE B

CORNER BULKHEAD ATTACHMENTS




Destiny,Grand Tour,Grand Tour Elite series
Interior wall assemblies used after 3/6/96
TOP VIEW
REAR WALL ASSY.
CURBSIDE
WALL PANEL
METAL
CORNER
BULKHEAD
WOOD
SCREW
DRY WALL
SCREW 1 1/2"
RAIN GUTTER
SIDE VIEW
96wall


1996 Destiny series Interior wall assemblies used prior to 3/6/96
TOP VIEW
REAR WALL ASSY.
CURBSIDE WALL PANEL
LOCATOR ANGLE
WOOD SCREW
DRY WALL SCREW 1 ½"
LOCATOR ANGLE
96wall