

Taking Some Wander Out

My understanding is the “More Caster” adjustment applies to air suspension Blue Birds up to 2003.

It’s best to read the entire document before starting.

1987 PT38...

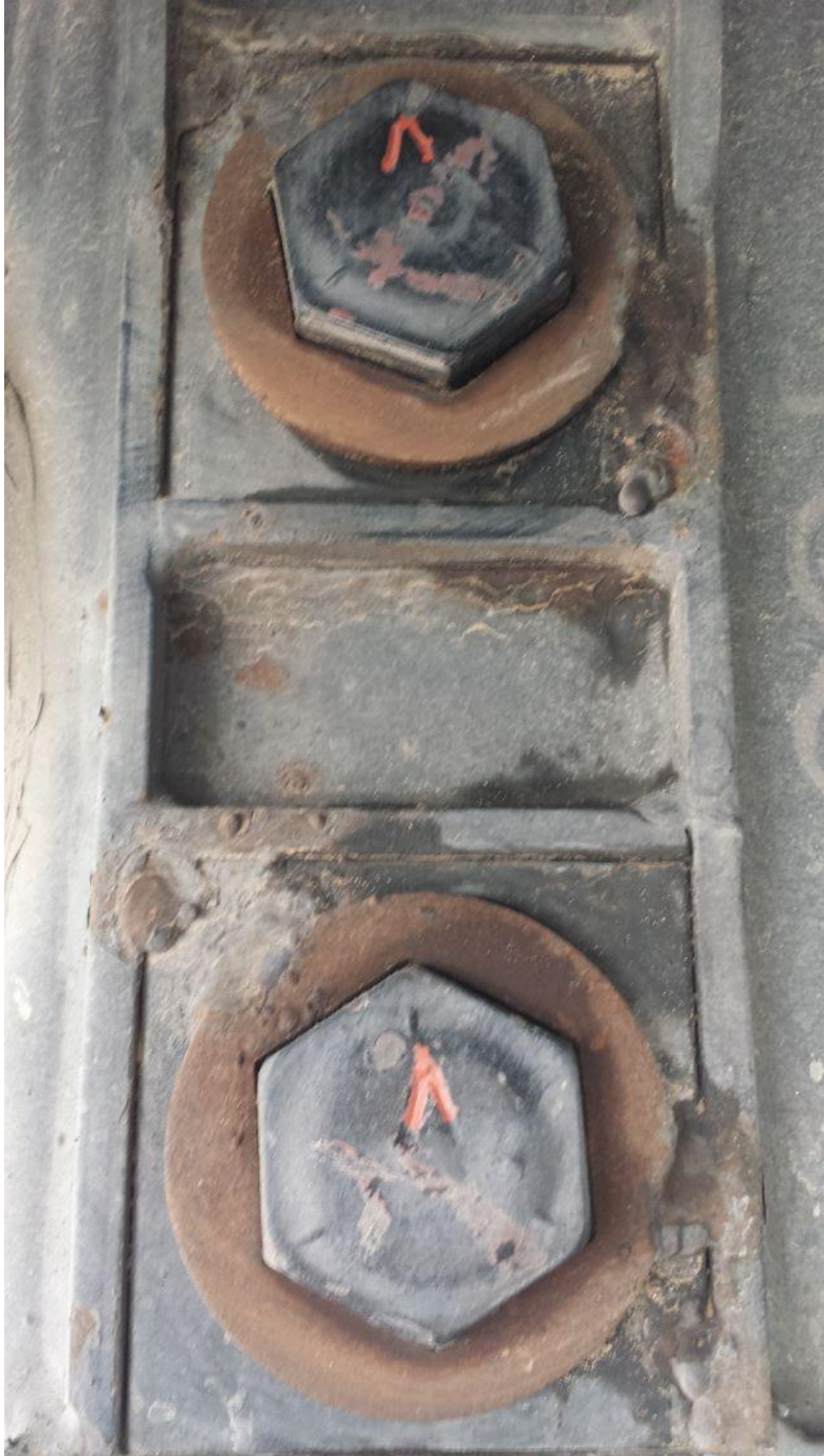
Put the front tires on 6” platforms. See



Suspension aired up, not tag.

Gives good space to work, on your back, and not too bad.

Mark the V Grooves (arrows) in the bolt heads with marking pen.



Cutting the welds on the Anti-turn Washers: Use Face Shield.

FCs and PTs, not Wide Body (no Anti-turn washers on the nut side).



Grind through the welds on the nut end.

Remove the Anti-turn washers.

FCs, PTs, and Wide Body:

Back off the nuts using 1-7/8 socket and impact wrench. Or breaker bar and cheater bar.

Grind through the welds on the bolt head end.

Removed the Anti-turn washers.

Tools : Straight and Angle die grinders, and electric grinder.

Various grinding wheels...1/16" thick, 3" dia., 4" dia., 6" dia.

Pry bar or heavy screw screwdriver. Hammer.

1-7/8" 6 point socket and whatever it takes to turn it.

Maybe not be necessary...use the front leveling jacks to lift most of the weight off the tires.

Changing the Caster Angle:

Note: Starting with Bird year ??? the bolts need to be tapped out 1/2". The 1987 did not require this step

1" impact gun and 1-7/8" socket.

Rotate the upper bolts until arrow points to 3 o'clock.

Rotate the lower bolts until the arrow to points to 9 o'clock.



Tighten the four nuts.

Test Drive: Take the coach out on the highway for a test ride. Drive at your normal highway speed. **Read the following two notes if there is a steering or dampening device installed.**

Note: Randy says..."While driving down a straight road, have a narrow piece of tape handy.

Wrap the tape around the top of the steering wheel in the center.

Then when your home you can find the center.

At home, line the tape up at the top, loosen the nuts on the safety plus bracket and it will center itself.

Tighten the nuts and test drive."

Note: Brad says..."I got some blue painters tape and put one piece in the center of the dash just above the steering wheel rim. Like Randy said narrow tape is better. Then I drove on the interstate on a flat level lane. I put another piece of tape on the rim of the wheel and kept moving it until the two pieces were aligned as best as I could get while driving as straight as possible at freeway speeds. Then I pulled off the road and stopped. While stopped I turned the steering wheel until the tapes were aligned. Then I adjusted the Safe-T-Plus where it attaches to the tie rod. Repeat until satisfied. I took me two tries to get it right."

First Test Run:

The Good: The coach goes straight down the road, much, better than before the caster adjustment. A lot less moving the steering wheel.

The Not So Good: The steering wheel is turned to the right, not aligned straight across like it was before the caster adjustment. Also have slight pull to the right. I left the Safe-T-Plus as is. This could be some of it. See the two notes above.

Second Test Run:

The Good: Adjusted the Safe-T-Plus and took the coach out for "Take The Wander Out" Test #2. The coach goes straight down the road. No pull left or right. I'm a happy camper.

The Not So Good: Nothing to report.

Randy asked: Do you think it was worth the work? To take the wander out???

My reply:

It sure was worth the work to take the wander out!!! Next one will take less time. No, I'm not volunteering.

After the first test run and pulling back into the driveway, I positioned the steering wheel to the position when going straight on the highway...sight memory. and it worked.

The Safe-T-Plus adjustment: I watched the online video first. Went out to find that the unit was not installed as shown in the video. The installer had the small plate on top making it somewhat difficult to remove. Another lesson, do all I can myself. Removed the bracket, turned it over and mounted as shown.

The 2nd test run was perfect. I had the thin tape with me just in case. Didn't need it.

Need to align the steering wheel and install the Anti-Turn washers.

9.25.2014 – Curt's note to Don Meyer:

I've driven the coach about 100 miles after adjusting to full caster. It goes straight down the road. I need to center the steering wheel. From what I can tell, the drag link (bar) is not adjustable as far as re centering the steering wheel. When you did your caster adjustment did you find the steering wheel needed to be centered? I'm thinking just remove the steering wheel and position it to center on the steering shaft.

9.26.2014 – Don's reply:

You are correct. When we put the castor at full positive, it tilts the top of the axle back slightly. This pulls the drag link back as well and turns the steering wheel slightly. Only way to correct it is to pull the steering wheel and turn it back to center. HOWEVER, when you pull the wheel, the steering shaft drops about an inch. then you can not get the nut back on. So, if you do not already have it, you need to drill a small hole, about 1/2" deep in the top end of the steering shaft. thread a self tapping screw (about 2" long) into that 1/2" deep hole. this allows you to pull the shaft back up to get the nut started. be sure to tighten the steering wheel down TIGHT with a breaker bar. Remember my story about the wheel coming off in my hands doing 65MPH.

My wheel is dead center now and all the wander is gone from the Wanderlodge !