

\$18.50

1967 Thru 1986  
***APACHE***  
Lift Systems  
Parts and Service Manual

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## Section 1. 1971 thru 1987 Lift System

War Eagles with this system are the same except for differences in the chain track assembly.

### 1. OPERATION

The entire lift system and its movement during raising, are shown in Figure 1.

The rear gear box receives the torque of the crank and transfers Each gear box, consisting of two sprockets, drive gear and shaft, actuate the lifting chains. it to the front gear bow through the connecting tube. Each gear box, consisting of two sprockets, drive gear and shaft, actuate the lifting chains. When raising, the gear box is pushing the chains up. Therefore little if any force is applied to the cable connecting the chain links. In turn, the chain pushes up the inner telescope extrusion to which it is attached. The middle telescope extrusion is free floating first

raising by friction and later by the engagement of the stops.

One characteristic of the gear box is its internal resistance to turning when force is applied against the sprockets. This is why the top does not slide down when force is released from the crank. Therefore when cranking down, we are just allowing the gear box to turn while using the weight of the road cover to actually lower it. Again little force is applied to the chain cables.

In the closed position, the chain ends almost bottom out against the other chain. The important point here is that any foreign object or a link from a broken chain, still in the track, would keep the chains from nesting like this. Generally this condition will show up as a top that will not go all the way down. You pull off the gear box and it still won't go down. Push down on one

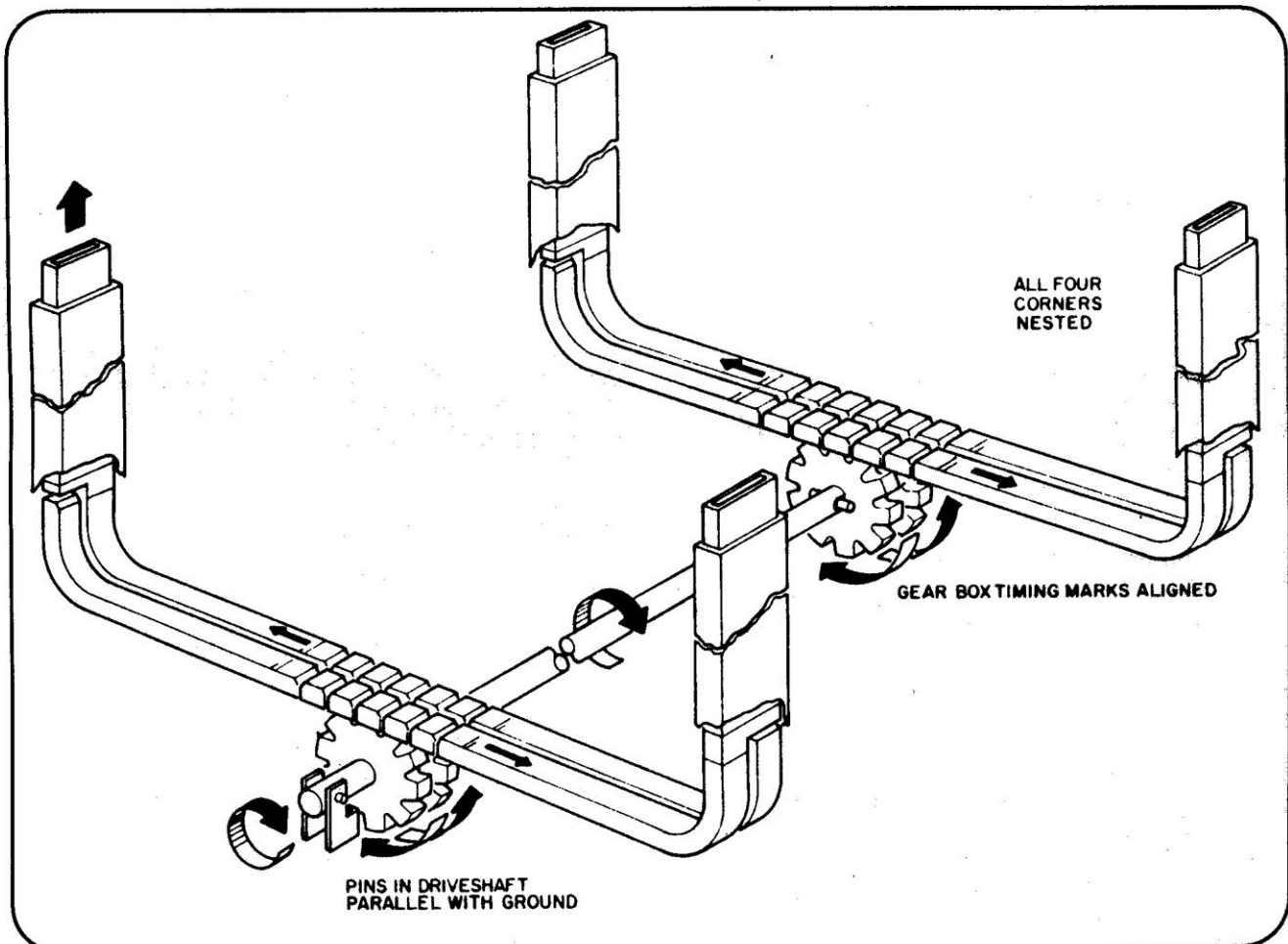


Figure 1. Lift System Operation



corner, the other goes up. Probably something in track. Remove chains and clean out track by pulling something like a rag thru attached to a wire.

## 2. TIMING

a. GENERAL. The lift system shown in figure 1 is a closed system in time. Essentially it is in time since all corners are down together. This closed position is the reference point to which we can return to resolve timing problems.

b. WHAT IS INCORRECT TIMING? One corner which does not nest with the others is out of time. This is usually a gear or chain problem. One end ahead or behind the other is usually caused by a gear box problem or the connecting tube jumping over the shaft pin.

## 3. TROUBLESHOOTING

Those problems usually encountered and their possible causes are listed below. Check each cause in the order that it appears. The paragraph number, next to the probable cause, refers to the method for checking that cause.

a. Complete road cover will not raise.

### Possible Causes:

1. Rear gear box lock engaged.
2. Gear boxes frozen.
3. Connecting tube jammed.
4. Gear boxes or chains jammed.

b. Front end of road cover will not raise.

### Possible Causes:

1. Connecting tube broken or slipping (para.4C).
2. Pin in gear box shaft gone.(para.4D).
3. Broken drive gear or pin in front gear box (para.4D).

c. Rear end of road cover will not raise.

### Possible causes:

1. Broken drive gear or pin in rear gear box (para.4D).

d. Road cover does not come all the way down to nest.

### Possible causes:

1. Road cover side extrusion catching on body rail.
2. Beds not completely pushed in (road cover end extrusion catching on bed.
3. Gear boxes not in time (para.4D).
4. Object in chain track (para.2B).

e. Hard to raise and lower.

### Possible causes:

1. Stops binding (para.4B).
2. Connecting tube bent or binding (para.4C).
3. Foreign object in track (para.2B).
4. Dirt in track or track dented.
5. Main sidewall rollers binding in road cover end extrusion track.
6. On 1971 models with metal shims in gear box, shims are wearing into gears.

f. One end out of time.

### Possible causes:

1. Connecting tube jumped a turn (para.4C).
2. Cracked drive gear or pin in gear box. (para.4D).

g. One corner out of time.

### Possible causes:

1. Chain stretched or not installed properly (para 4A).
2. Gear box not in time. (para4D)
3. Cracked sprocket or stripped drive gear (para.4D).

**Note:**It is common for the left front corner not to seat down as far as the other corners.

## 4. CHECKS AND CAUSES.

### a. Chain.

Repair procedures are given in para. 6.

1. CHECK. Raise road cover half way and try lifting each corner of the road cover. The cover will normally have about 1" of play. Any more movement would indicate a stretched or broken chain.

2. Possible causes for stretched or broken chain.

A. Excessive binding of stops.

B. Chain cable retainers have slipped on cable.

C. Excessive cranking pressure exerted when something was blocking road cover travel. Often this was created by a timing problem and the person cranking was trying to get the cover all the way up or down.

D. Cables are rusted from age and broke.

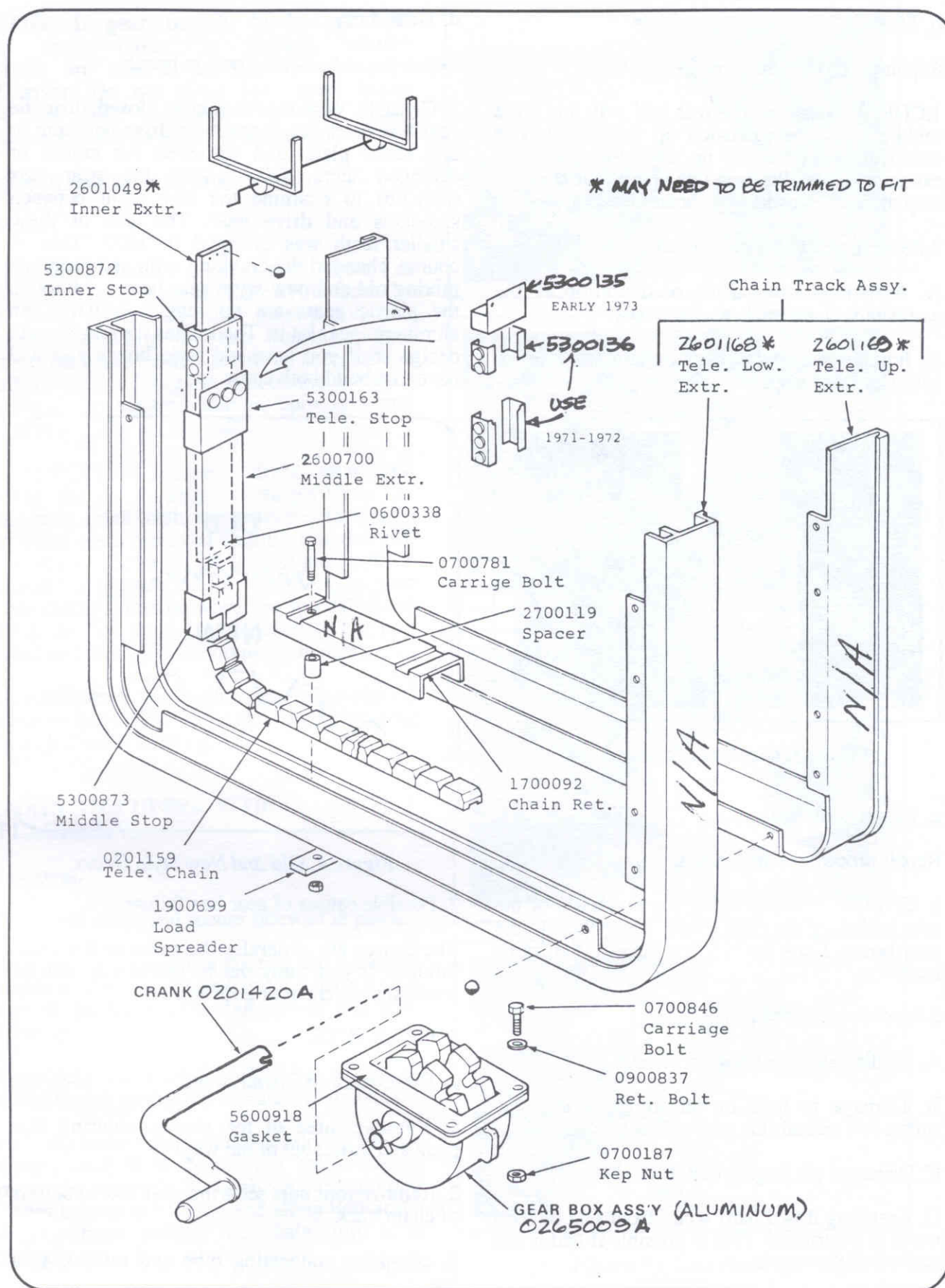


Figure 2. Lift System - Exploded View



## b. Stops.

Repair procedure are given in para.6.

1.CHECK. Raise road cover half way and slide middle telescope extrusion up and down. The extrusion should slide up and down without excessive force. Perform this on all four corners. Any difficulty in sliding indicates binding stops.

2.Possible causes for binding stops.

A. Burrs,high spots dents or distortion of the extrusions, chain track, and/or stops.

B. Foreign material (dirt) in chain track or on extrusions and stops.

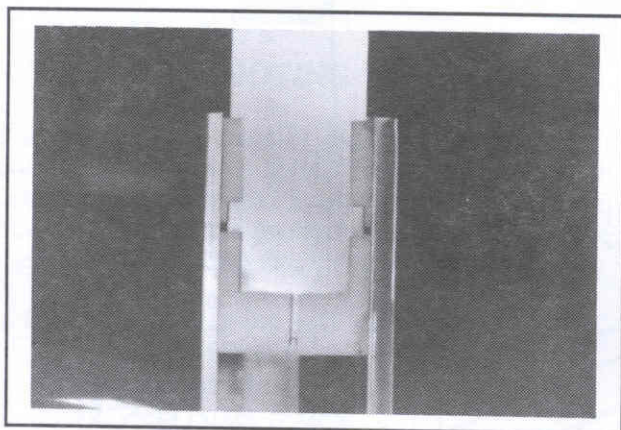


Figure 3. Outer and Middle Stops

## c. Connecting tube.

Repair procedures are given in para.6.

1. CHECK. Visually check the condition of the tube including the ends where it connects to the gear boxes. Look for binding through the frame members.

2.Possible causes of tube jumping.

A. Binding stops in front lift system.

B. Damage to tube or on some models, the spring that extends the tube

C. Damaged pin in gear box drive shaft.

D. Cranking down hard when front end of road cover is obstructed. This is possible if bed is not pushed all the way in.

## d. Gear box.

Repair procedures are given in para.5.

1. CHECK. With the road cover closed, drop the gear box (para.6a). Inspect the drive gear, pin or dog eared plate, and sprockets for cracks or damaged teeth. Disassemble the gear box (para.6b) to examine the fine teeth between sprockets and drive gear. The size of these smaller teeth was changed in 1977. This of course, changed the cranking ratio and prohibits mixing old and new style gear boxes. Although the plastic gears are no longer available, an aluminum gear kit is. The kit has the larger tooth design so if you have old style boxes you will have to rebuild both ends.

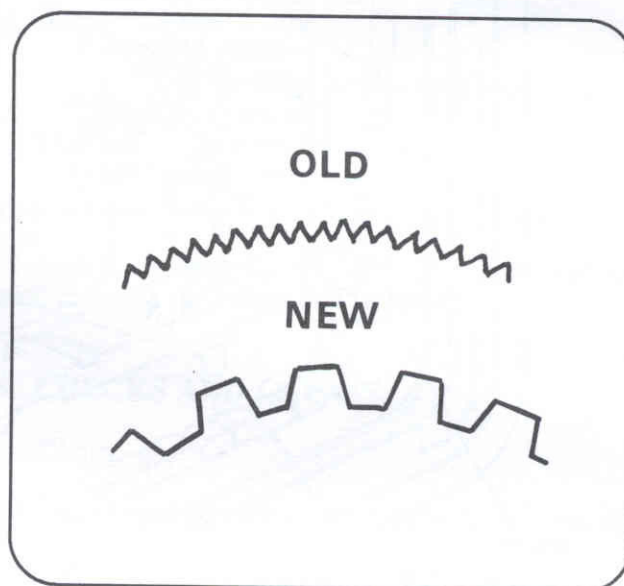


Figure 4. Old and New Style Gears

2. Possible causes of gear box failure.

The causes are generally the same as for chain failures. It just turns out to affect the current weakest part (chain or gear box).

## 5. GEAR BOX.

### a. Removal and installation.

1. Remove three of the screws securing skid plate and turn it out of the way.

2. Remove four nuts securing gear box to bottom of chain track.

3. compress connecting tube and remove gear box.



**CAUTION:** If gear box is to be removed while road cover is raised, secure sidewalls in raised position to support road cover. Do not drop both gear boxes while in this position without using additional means to steady road cover.

4. Install in reverse order of removal.

#### b. Repair.

1. **DISASSEMBLY.** The gear box is disassembled by driving out the roll pin from the shaft. Then, remove the four screws nuts and lockwashers holding the two housing halves together. On some models it will be necessary to cut off the rivet holding the lock on the rear gear box. Now the housing halves, sprockets and drive gear will slip off the shaft.

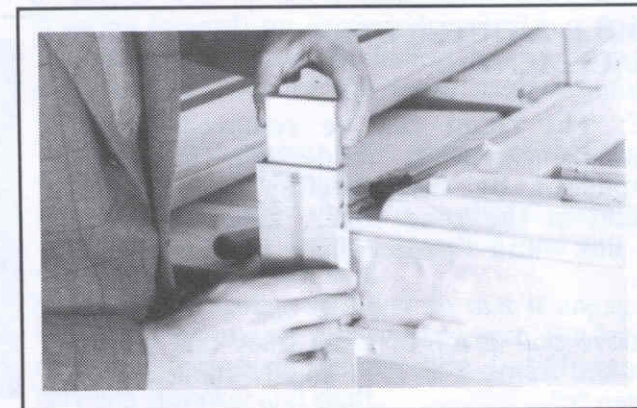
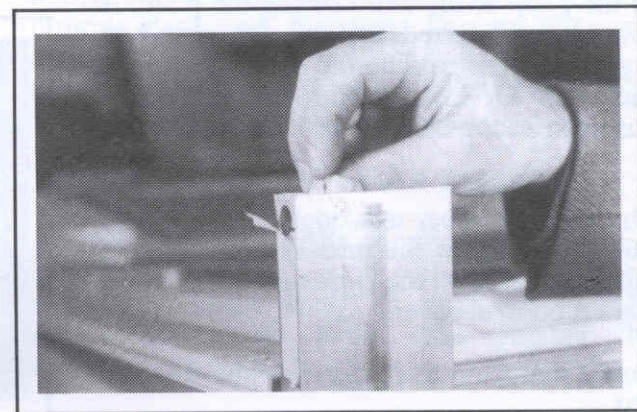
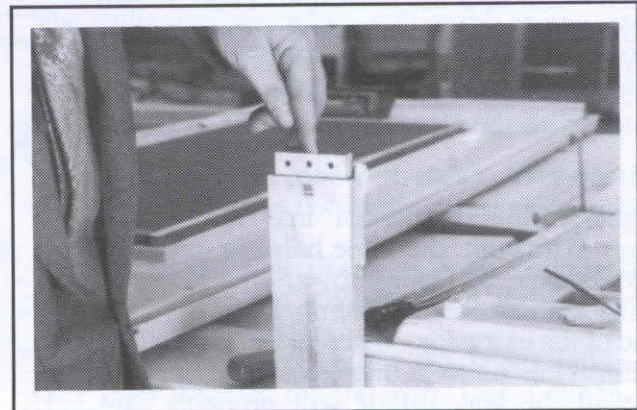
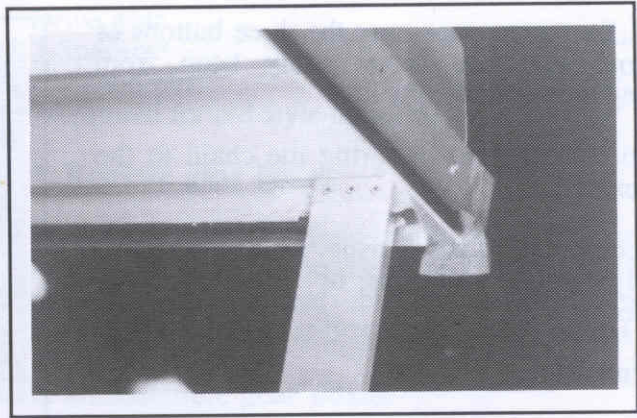
2. **INSPECTION.** Inspect drive gear and sprockets for cracks and/or damages teeth. On the old style small teeth, the gears are not usable if the small teeth are even slightly rounded off. Also check condition of drive gear pin and the groove in the housing that it sets in. If the gear box has metal shims between the sprockets and housing, discard them as they tend to cut into sprocket and thereby make cranking harder.

3. **ASSEMBLY.** Reassemble using the exploded drawing for reference. Make sure that drive gear pin is in groove of housing.

### 6. CHAIN AND UPPER STOP REPLACEMENT.

#### a. Removal.

1. Raise road cover and secure sidewall in place.
2. Drill out the three rivets holding the telescope extrusion to the road cover (fig.5). Attach a wire to one of the holes with about 6" of free wire sticking up.
3. Drop gear box (para.5A). Try not to disturb gear box timing so that it'll be easier to reinstall.
4. Push the inner extrusion down into the middle extrusion until it is below the stops (fig.5). Remove the stops (fig.5). Grab the wire and pull the inner extrusion back up and along with it the chain. Continue pulling the chain until it is completely out.



*Figure 5 Chain Removal*



**NOTE:**By putting tape over the three buttons of the stops you can more easily keep from dropping them into the track.

5. Remove the rivets securing the chain to the upper extrusion.

6. Inspect the stops for unusual wear. File down any high spots on stops or burrs on the extrusions.

#### **b. Installation.**

1. Attach chain to inner extrusion. There is two ways the chain can be attached , only one is right. With the side of the extrusion with three holes facing you, the chain should be on the right hand side with the flat tops of the links facing you.

2. Begin feeding the chain into the middle telescope extrusion. The three holes in the inner extrusion should be facing toward the inside of the trailer with chain teeth facing you and on the left side of the extrusion. When the chain reaches the reinforcing plate at the gear box opening (almost all the way in), it will probably jam against the plate or the bolt holding the plate. A hacksaw blade, inserted through the gear box opening is ideal for guiding the end of the chain past the plate. Of Course, remove the hacksaw blade as soon as the chain is past the end of the plate.

3. Push down the inner telescope extrusion and chain until it is below the middle extrusion and reinstall the stops. Pull the extrusion back up and into bracket on road cover.

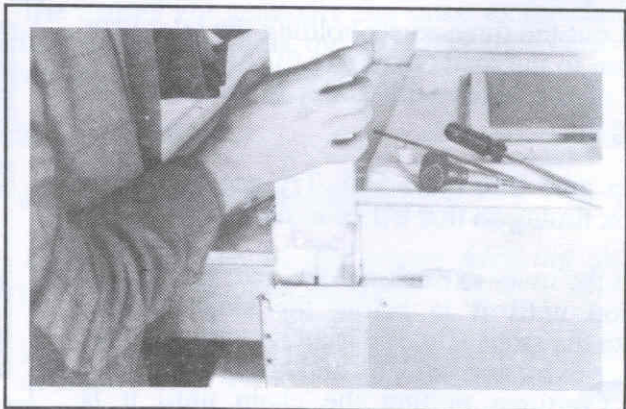
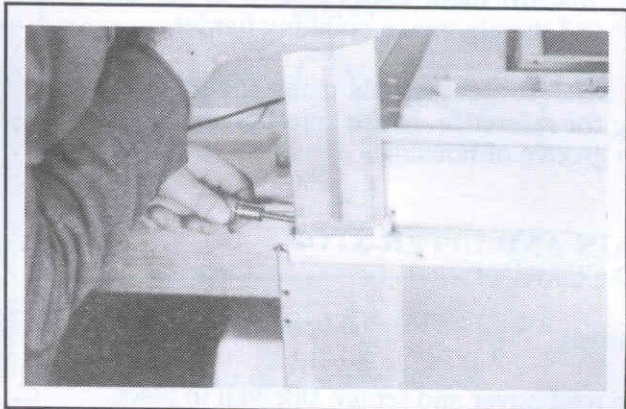
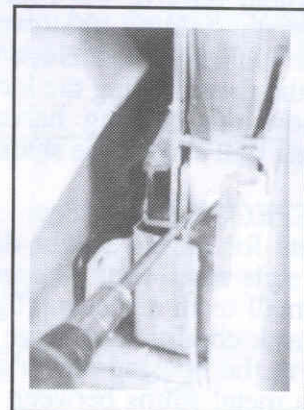
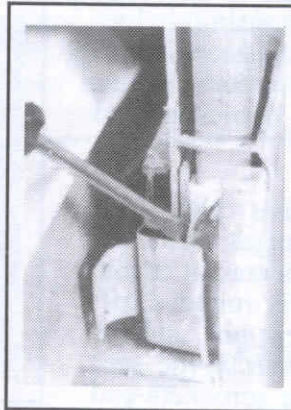
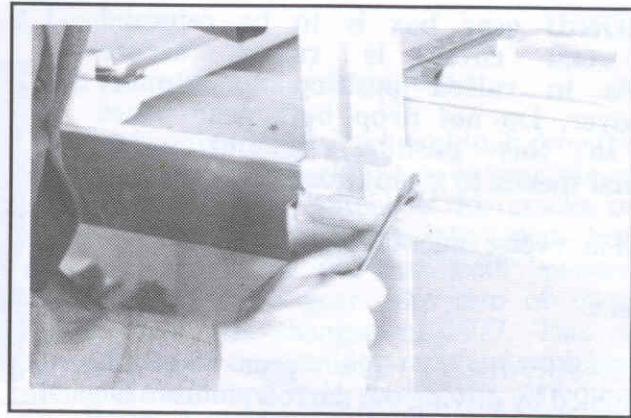
4. Connect extrusion to road cover and reinstall gear box.

#### **7 MIDDLE & OUTER STOP REPLACEMENT**

**NOTE:** The chain can be removed with the middle extrusion, if desired. This is accomplished by disconnecting the inner extrusion at the road cover, dropping the gear box and proceeding as outlined below.

a. Remove seal at top of chain track that seals against bed frame. For 1971 and 72 models go on to step "c".

b. Remove two screws securing stop cap to rail and pry up cap to remove. Most caps have three



*Figure 6. Stop Removal*



buttons that engage the rail these must be disengaged with a screwdriver while prying up. For late 1973 and later go on to step "e".

c. Using a screwdriver, pry open the chain track extrusion as shown in fig. 6.

d. Using a pointed tool, pry up on upper stop as shown in fig. 6 and remove. Grasp post, pull forward and pry up on the opposite stop, again fig. 6.

e. Middle telescope extrusion can now be pulled up to expose the lower stops as shown in fig.6.

f. Inspect stops for unusual wear. Grind down and file smooth any high spots, so that the middle telescope extrusion will move freely up and down when installed back into the chain track.

g. Reinstall in reverse order of removal. Once outer stops are back in place hammer chain track back into original position.

## 8. CONNECTING TUBE REPLACEMENT.

### a. Removal and installation.

1. Remove front gear box (para. 5A).
2. Pull connecting tube forward and out.
3. Install in reverse order of removal.

### b. Repair.

Inspect ends of tube for damage. Check condition of slip tube. Make sure tube is not distorted and excessively rubbing on frame.

## 9. INSTALLING GEAR BOX REBUILD KIT.

Essentially, the same gear box was used on Apaches from 1971 on. The important difference is that in 1977 the gear ratio between the drive gear and sprockets was changed. This change is commonly referred to as old style (71-76 with fine teeth) and new style (1977 and on with coarser teeth). This kit directly replaces the new style. On old style, both gear boxes must be rebuilt to keep the gear ratio the same.

The kit rebuilds one gear box and contains:  
Front and rear sprockets

Drive gear  
2-Spacers\*  
Cam and pin\*.

\*Required for old style boxes only.

### 1. Remove gear boxes.

With the road cover down, remove the four nuts holding the gear box to the chain track. It will be necessary to remove the skid plate before removing the rear gear box. Remove the box(es).

### 2. Disassemble gear boxes.

The following procedure will result in the least amount of disassembly and will always leave the rear half of the box on the shaft for proper orientation.

a. On rear gear box (one with lock), drive out the pin that engages the connecting tube between the boxes.

b. Remove the four nuts and bolts holding the box halves together. slide box half and gears off shaft (the end without pin).

**Note:** The rear sprocket on old styles will not slide over the cam on the shaft. Use a punch to knock out the pin securing the cam to the shaft, remove cam and sprocket. Discard the cam because you'll use the new one in kit.

c. The front gear box does not have a front pin so just repeat step b for the front box.

### 3. REASSEMBLY OF GEAR BOXES.

**IMPORTANT:** Liberally apply grease (wheel bearing type is fine) to all surfaces of the cam, shaft, and small teeth of gears. **DO NOT grease the large teeth that engage the chain.** (See page 8)

a. Install rear sprocket (one with small teeth pointing inward) on shaft and against box half. The small teeth should be facing the open end of the shaft and one of the large teeth pointing straight up.

b. On old style boxes, slide spacer on shaft and install new cam with pin.

c. Install drive gear on cam so that it engages with the sprocket already installed and pin is seated in recess of box half.

d. Install remaining sprocket so that it engages fully with drive gear and making sure one large tooth is pointing up. On old style, install spacer between sprocket and shaft.

e. Slide front box half on shaft, make sure all parts align, and bolt halves back together.



Reinstall connecting tube pin in rear gear box shaft.

#### 4. INSTALL GEAR BOXES.

- a. Install rear gear box. Look up into hole that sprockets go into and note the positions of the chains. Rotate shaft on gear box until sprockets will match with chain. Install gear box and secure with nuts. Reinstall skid plate. Engage connecting tube on front of rear box shaft.
- b. Install front gear box. Again rotate shaft to align sprockets and chain. Here however, the pin in the rear of the shaft must align with the slot of the connecting tube. It may be necessary to rotate the tube a little to get a match.

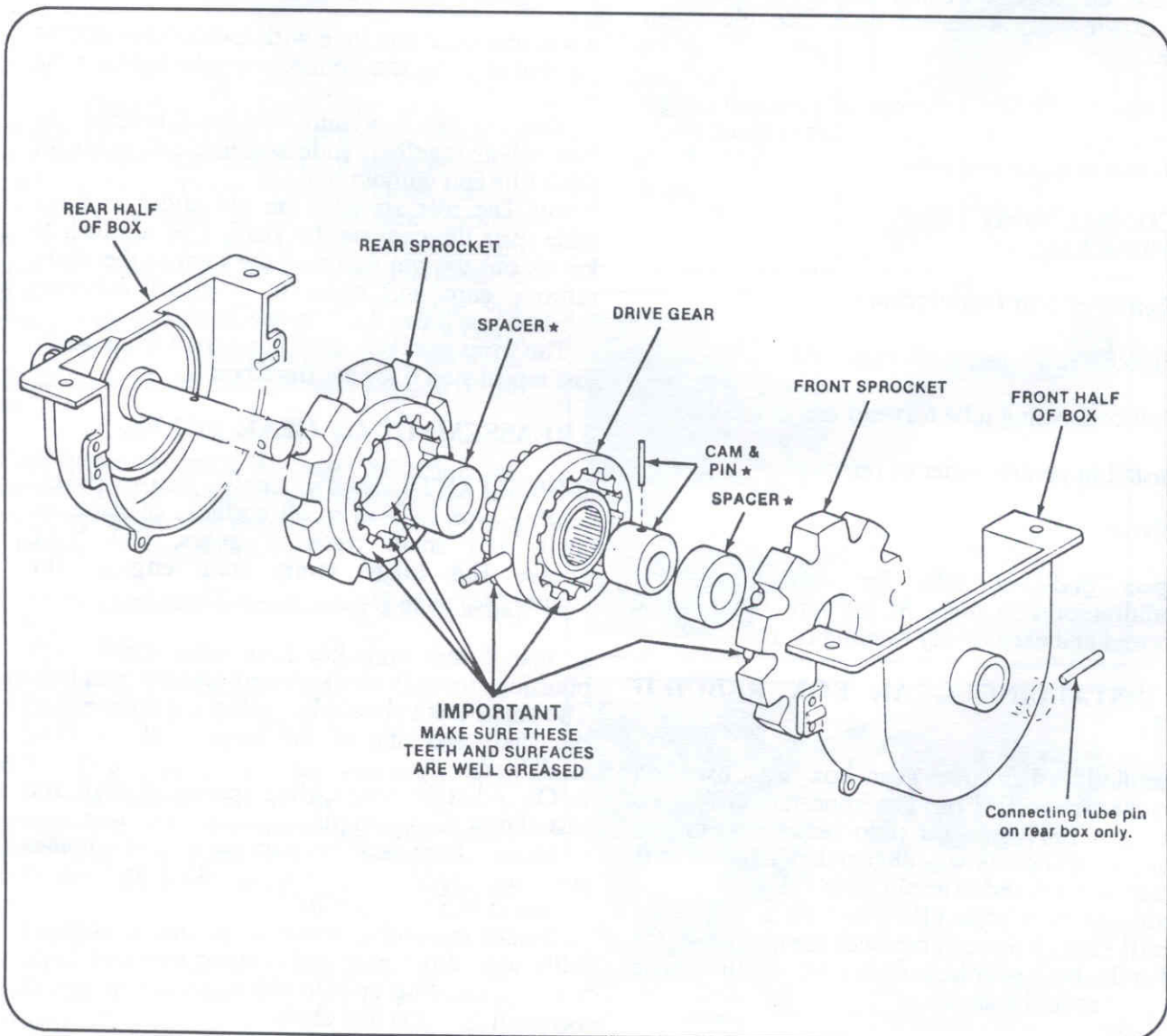


Figure 7. Gear Box Assembly (1971-1987)

## Section 2. 1970 Lift System

### 1. GENERAL

The overall lift system and its operation in raising is shown in figure 8.

### 2. TROUBLESHOOTING (figure 9)

- a. Road cover is jammed in up position or won't raise.
  - 1. Push spring kinked or jammed.
  - 2. Chain jammed at sprockets.
- b. Front end will not raise.
  - 1. Loose or broken chain.
  - 2. Drive pin at connecting tube broken.

- c. One end just pulsates up and down.

- 1. Chipped, worn, or broken gears in gear box. Replace gear box.

### 3. PRELIMINARY OPERATIONS

- a. The chain track is accessible from the interior only. Therefore, if the system is jammed 2 to 24 inches in the up position, it will be necessary to crawl in on hand and knees, or attempt manual lifting of the cover. In the latter method, the crank is turned until resistance is felt. Then back off a little, while at the same time, four people (who have been stationed at each corner) push up. This may straighten the push spring or chain so that the cover can be raised up. Stand side walls up to support cover.

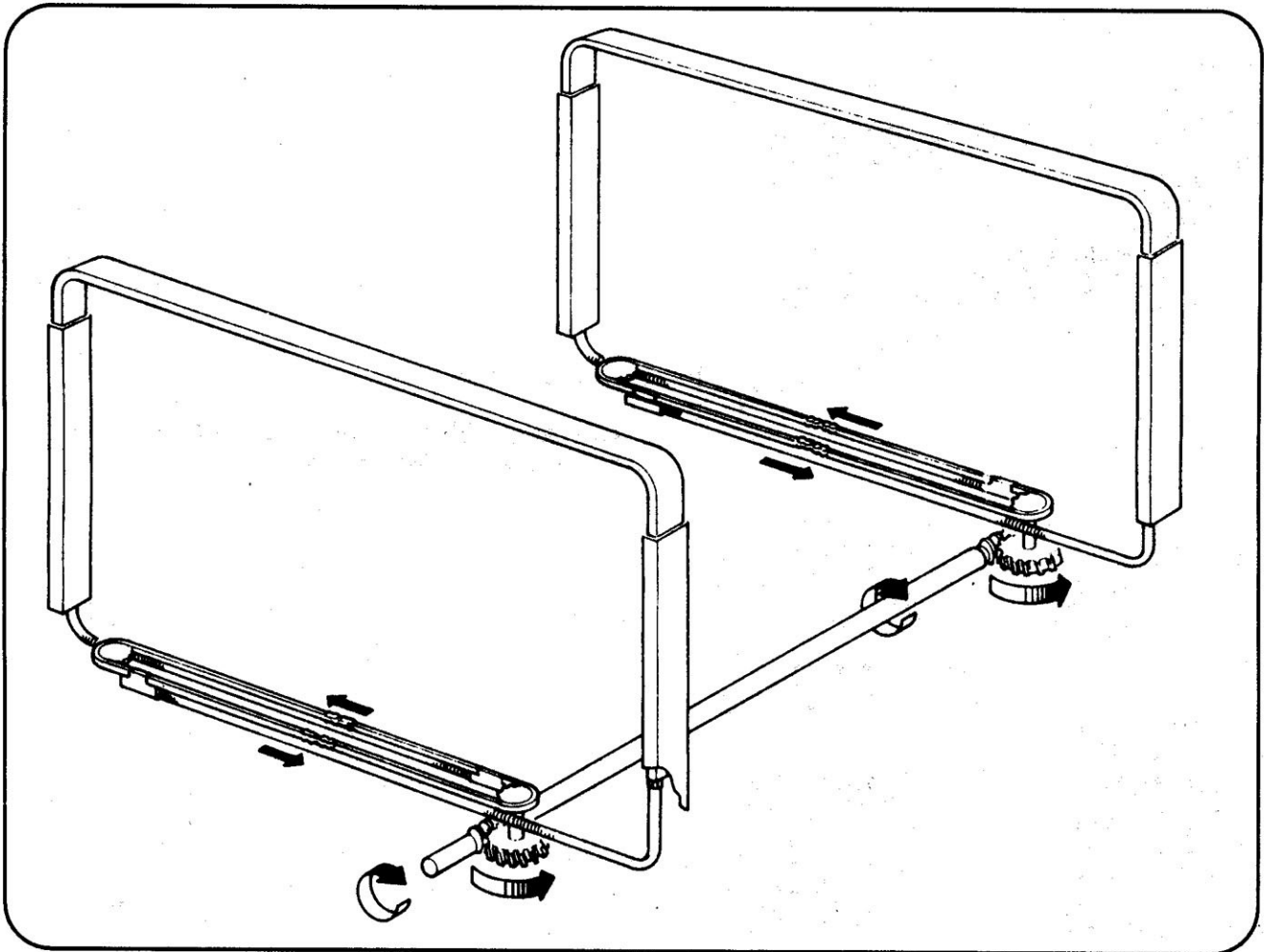
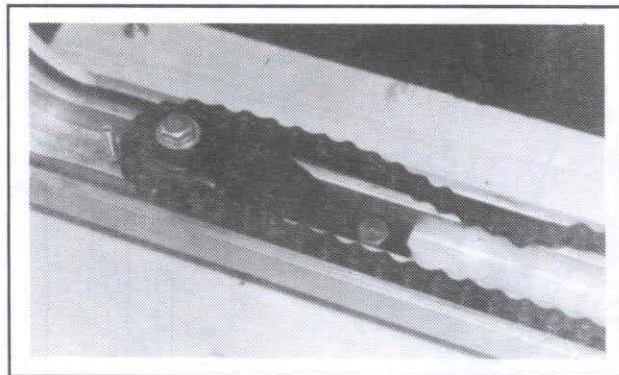
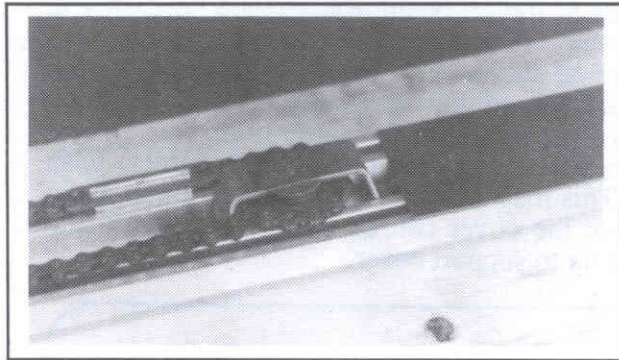
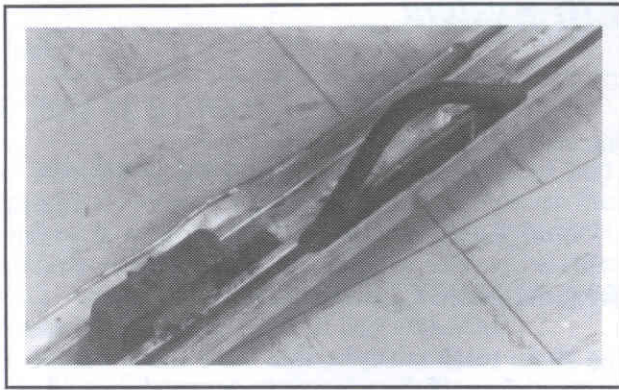
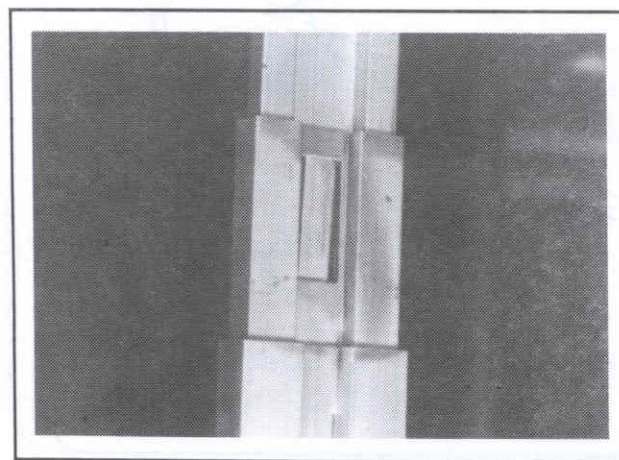


Figure 8. Lift System Operation - 1970





*Figure 9. Kinked, Jammed, and Loose Chains.*



*Figure 10. Stop Tangs*

**b. Rear Chain Track Access.**

Access to the rear track is gained by removing the rear panel of each seat box and the rear inner lining (wood) panel on which the table is hinged.

**c. Front Chain Track Access.**

**1. Mesa III**

Remove the ice box cabinet assembly.

**2. Ramada II**

Remove the inner panel of the porta-potti cabinet and the inner lining(wood) panel.

**d. Entering The Chain Track Proper.**

1. Make sure road cover is supported by blocks or side walls.

2. Remove the two 3/8" nuts securing the track cover.

3. The cover can now be removed, exposing the chain, sprockets, and springs.

**4. PUSH SPRING REPAIR.**

a. If road cover is still jammed down, cut push spring at kink. Then with someone pushing up on that corner, crank the top up and erect sidewalls to support cover.

b. Depress the tang which holds the middle lift post in place. Push down on the middle extrusion (figure 10). This will expose the cable so that the cable can be removed.

c. Unscrew cable from upper extrusion, if cable has been cut, remove this end.

d. Loosen idler bracket so that chain has slack.

e. Disconnect the chain from the follower of the damaged cable. Then, remove the cable-spring and follower through the elongated slot in the chain track extrusion (figure 11).

f. Install the new push spring and cable assembly into the slot in the bottom chain track extrusion. Feed bolt end of cable up chain track (it may require some force to get past radius) and position follower in track. Attach the cable to the corner post by screwing the bolt into the upper post. Reconnect follower to the chain (figure 10).

g. Raise the middle post extrusion so that the tang is engaged (figure 10).



h. Place a 2-3/4" x 8" 11 gauge steel plate (figure 11) part no. 1900694 over slot in chain track, if one wasn't there originally. This plate keeps the spring from jamming or kinking at the slot. If the plate was not installed, check other end and install plate if missing.

i. Check and make certain that the idler sprocket is adjusted so that the chain is tight (see para.5B.5). Tighten idler sprocket bolts (figure 12).

j. Make certain all bolts and screws, which retain the lower chain track extrusion to the floor, are tight.

k. Lubrication of the chain, and spring-cable assembly is a must to help prevent rust from forming on the moving parts.

l. Install the chain track cover extrusion and reassemble the parts that we removed to gain access to the lift assembly.

## 5. CHAIN AND SPROCKET REPAIR

### a. Chain and sprocket problems.

Any or all of the following problems could cause the lift system to become jammed.

1. Broken chain.

2. Chain loose and bunched at either sprocket. This loose chain can be caused by a bent idler sprocket saddle or loose mounting bolts.

3. Broken, chipped or worn sprockets. This also can be caused by bent or loose idler sprocket.

### b. Repair.

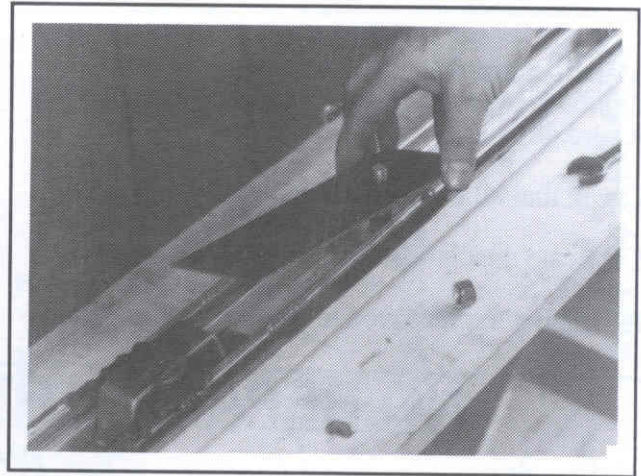
1. If the road cover is still jammed down, free up the chain and/or sprockets to allow raising. Then with someone pushing up at each corner of the problem end, crank the top up and erect side walls to support cover.

2. Inspect the chain, sprockets and saddles for damage or excessive wear.

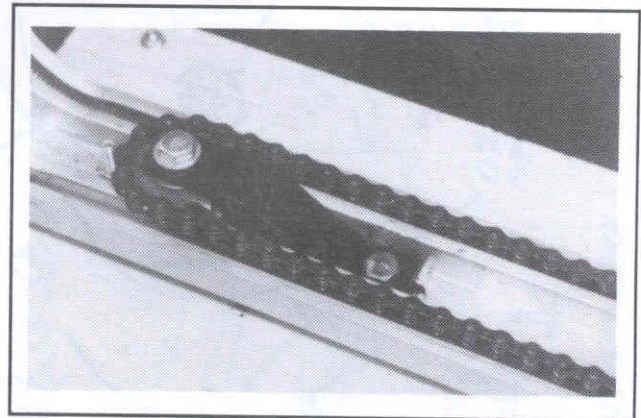
3. Chain replacement.

A. Loosen idler sprocket.

B. Disconnect chain at master link unless broken and remove.



*Figure 11. Removing Push Spring*



*Figure 12. Chain Adjustment*

C. Install new chain using master link (part # 0958773) and adjust.

4. Sprocket replacement.

A. If chain is not loose, loosen idler sprocket and saddle.

B. On idler sprocket, remove bolts securing it to chain track. Remove sprocket and saddle.

C. On drive sprocket, remove two bolts securing it to chain track. Remove sprocket and saddle.

D. Install new sprocket and adjust chain.

5. Chain Adjustment (figure 12).

The chain must be tight for proper operation. Adjusting the tightness is simply accomplished by loosening the idler sprocket bolt and moving as required for tightness.



6. Make certain that you have installed the plate (#1900694) over the elongated slot in chain track (see para.4h).
7. Check that all bolts have been tightened.
8. Lubricate the chain and spring-cable assembly.
9. Reinstall parts removed to gain access.

## **NO REPAIR PARTS AVAILABLE**

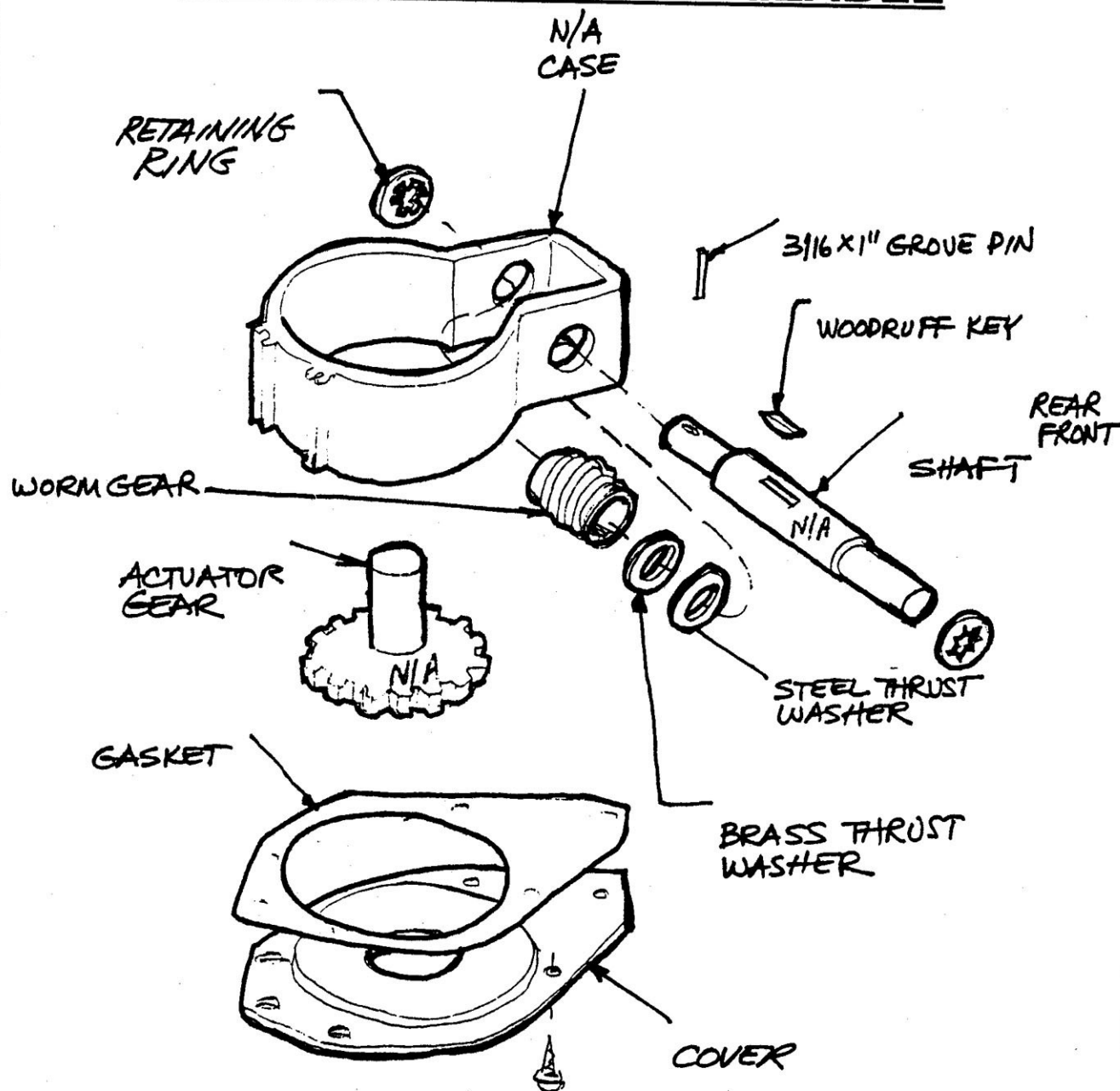


Figure 13. 1970 Gear Box Assembly

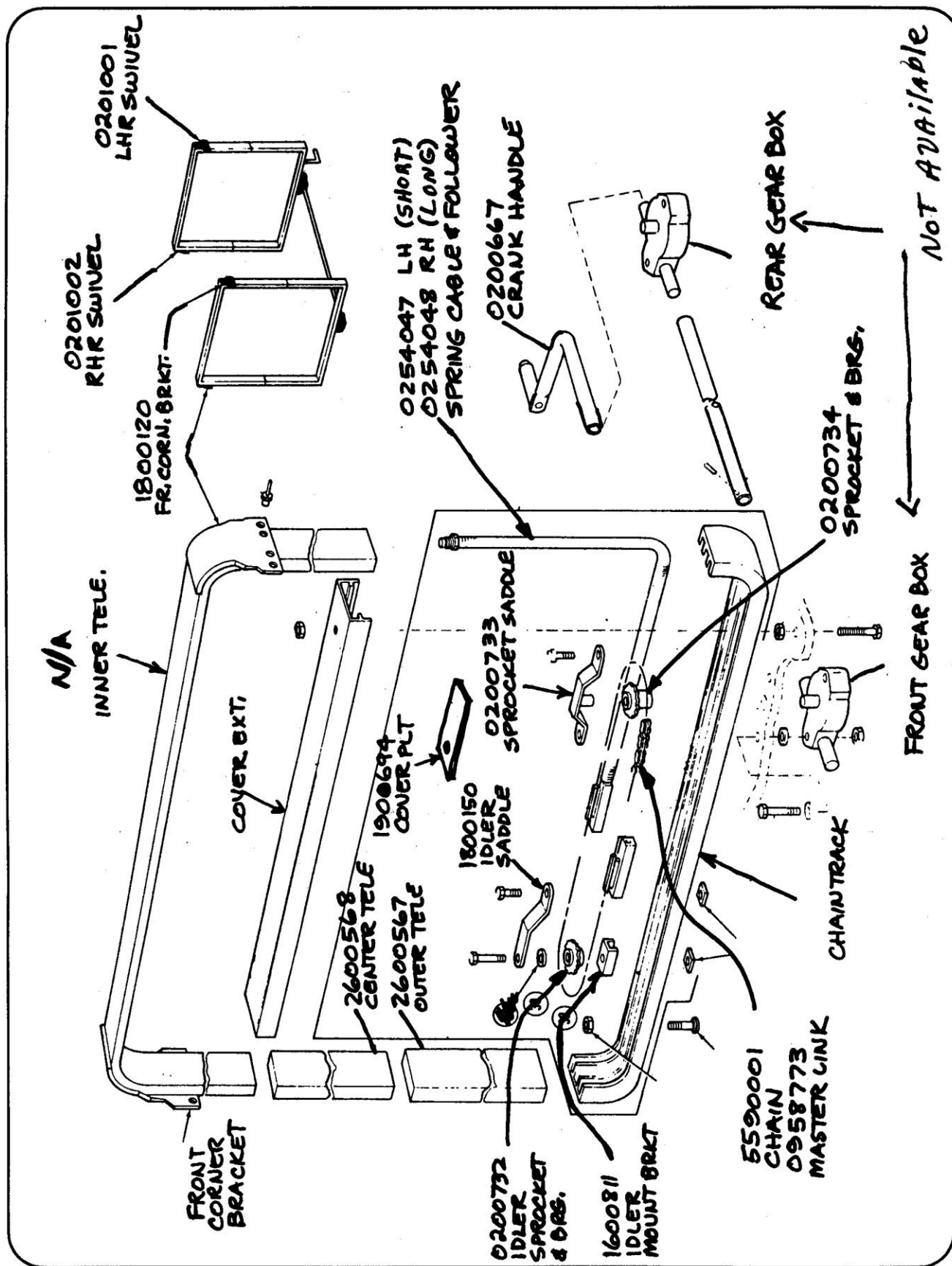


Figure 14. Lift System Exploded View - 1970



## Section 3. 1967-69 Lift System

This unique system basically pushed out the beds and in so doing raised the road cover. On each end of each bed is a chain engaged to a sprocket mounted on an actuator shaft. So by turning the crank, the sprockets pushed out or pulled in the beds. In order for the beds to move in unison, the actuator shaft of each was connected to the other by a drive chain. The drive chain runs along the road side of the trailer and connects to the actuator shafts by a sprocket identical to the ones which drive the beds out.

### 1. BED TIMING PROCEDURE.

Insert pry bar between the sprocket shaft and the bed. Using the pry bar, lift the bed up jumping it over the sprocket to the next link in chain. Jump links in this fashion until the bed is back in time. If the bed keeps jumping out of time an adjustment in the corner shaft plates is necessary Figure 15. See para.2 on Chain drive Slippage and Beds Jumping Time.

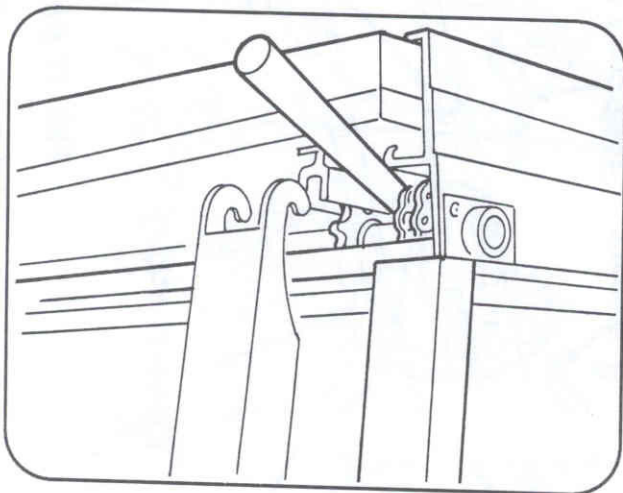


Figure 15. Retiming Beds.

### 2. DRIVE CHAIN SLIPPAGE AND BEDS JUMPING TIME.

This procedure will lift the sprocket up into the bed chain and out to help keep drive chain tight.

a. Drill out the two pop rivets securing the corner plate.

b. Remove plate and turn it upside down so that the rivet holes are now at the bottom.

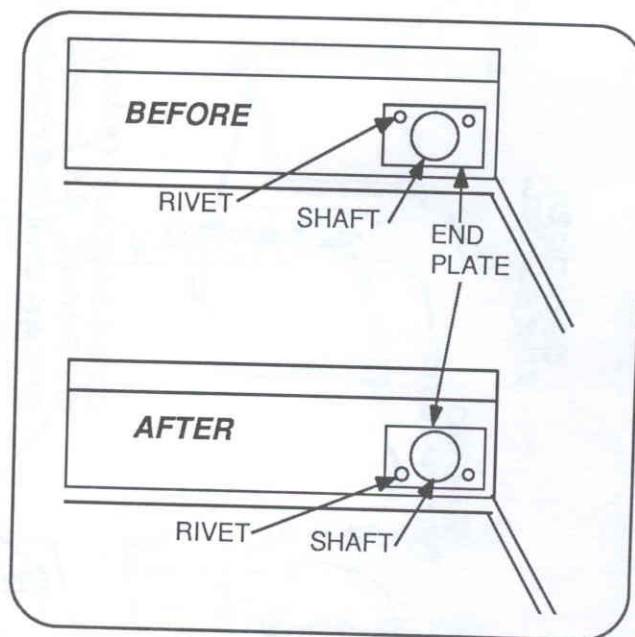


Figure 16. Rotating End Plate.

c. Insert crank into the actuator shaft, lift it up and out toward the end of the trailer. While held in this position, drill two new holes using the holes in the plate as a guide. Install rivets to secure plate.

### 3. PLASTIC BED SLIDE REPLACEMENT.

#### a. Changing one slide.

1. Open the trailer and set up bed legs.

2. Drill out the two pop rivets holding the bed stop (point A, figure 17).

3. Using a 1/4" drill bit, drill out the rivet holding the road cover support bow to the galvanized bed slide (point B, figure 17).

4. Push this galvanized slide back into the trailer which will expose the two plastic slides on that side of the bed.

5. Replace slide or slides and slide galvanized slide back over the new nylon slides. Replace the bed stop with two #64 pop rivets.

6. Replace 1/4" rivet to secure road cover support bow to bed slide (point B).

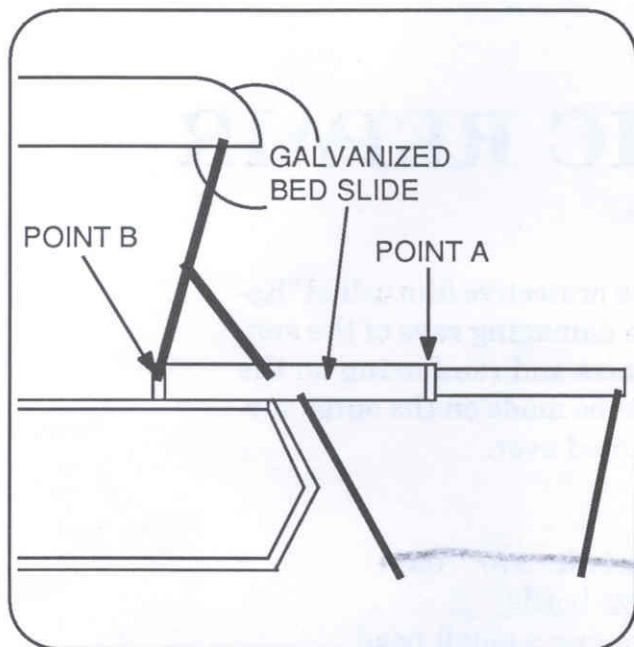


Figure 17. Replacing Bed Slides (1 of 2)

## B. REPLACING BED SLIDES ON ONE END.

1. Open the trailer up and set up bed legs.
2. With help to hold up the road cover, drill out the two pop rivets holding the bed stop on each side of trailer (point A, figure 17). Lower the road cover onto the body (figure 18) which will expose all four bed slides on that end.
3. After changing the plastic bed slides, lift up the road cover and in so doing slide the galvanized slides back over the plastic slides. Reinstall bed stops.

## 5. SPROCKET REPAIR.

### a. Bed Sprocket.

1. Get the roof raised and install a "c" clamp on each bed track to keep the roof up (point B, figure 17).
2. Drill out the two rivets holding the bed stop. Remove the stop on both sides of bed (point A, figure 17).
3. Remove rivets securing bed vinyl seal, remove seal. Remove the bed or slide it out enough to work between the bed and trailer body.

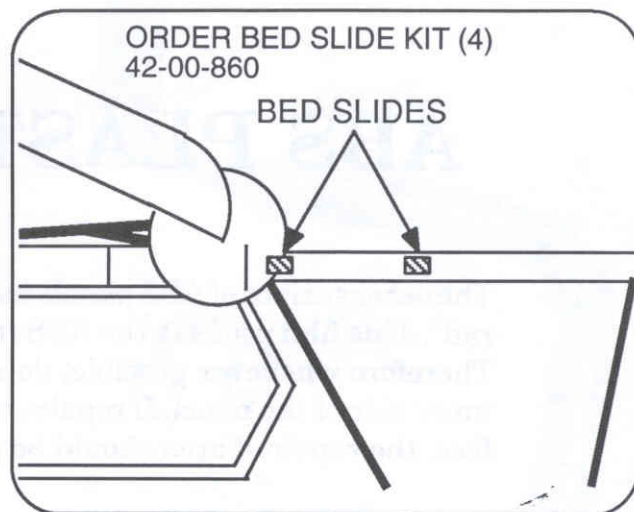


Figure 18. Replacing Bed Slides (2 of 2)

4. Remove the sprocket pins and drive the actuator shaft to the side enough to remove and replace the damaged sprocket(s).
5. Reposition actuator tube and reassemble in reverse order of disassembly.

### b. Chain Drive Sprocket.

The chain drive sprocket is accessed in the same way as the bed sprockets. Before removing the chain drive sprocket, it will be necessary to take the drive chain apart. Locate the master link (repair link), pry it apart and remove chain.

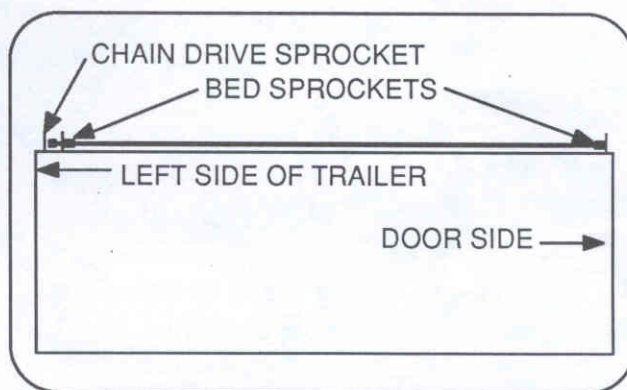


Figure 19. Sprocket Replacement.



# ABS PLASTIC REPAIR

The outer surface of ABS panels have a protective film called "Korad". This film protects the ABS from damaging rays of the sun. Therefore whenever possible, do repairs and reinforcing on the inner side of the panel. If repairs must be made on the outer surface, the repaired area should be painted over.

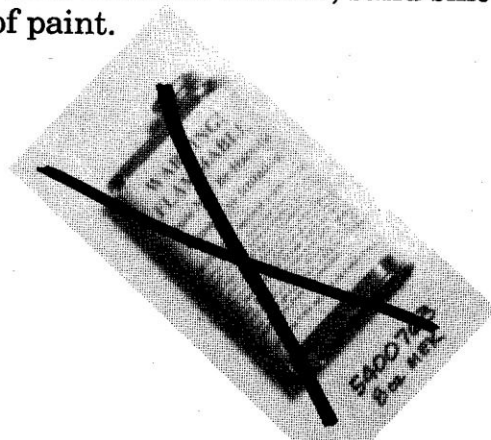
## a. Small cracks or fractures

~~Using the MEK-ABS mixture (Part No. 5400763)~~  
just fill the crack. A plastic squeeze bottle (catsup dispenser) is ideal for applying a small bead.

## b. Large cracks

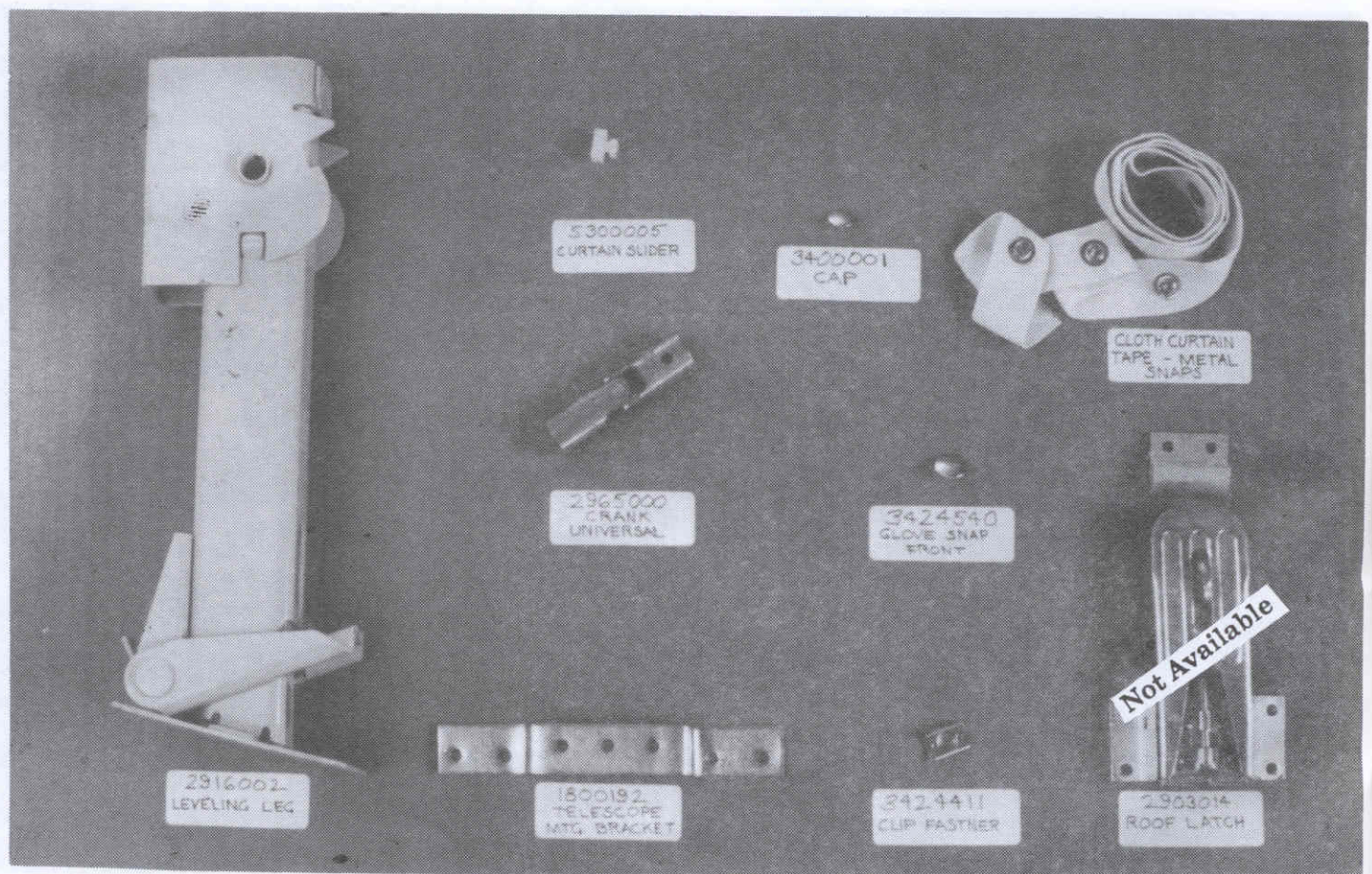
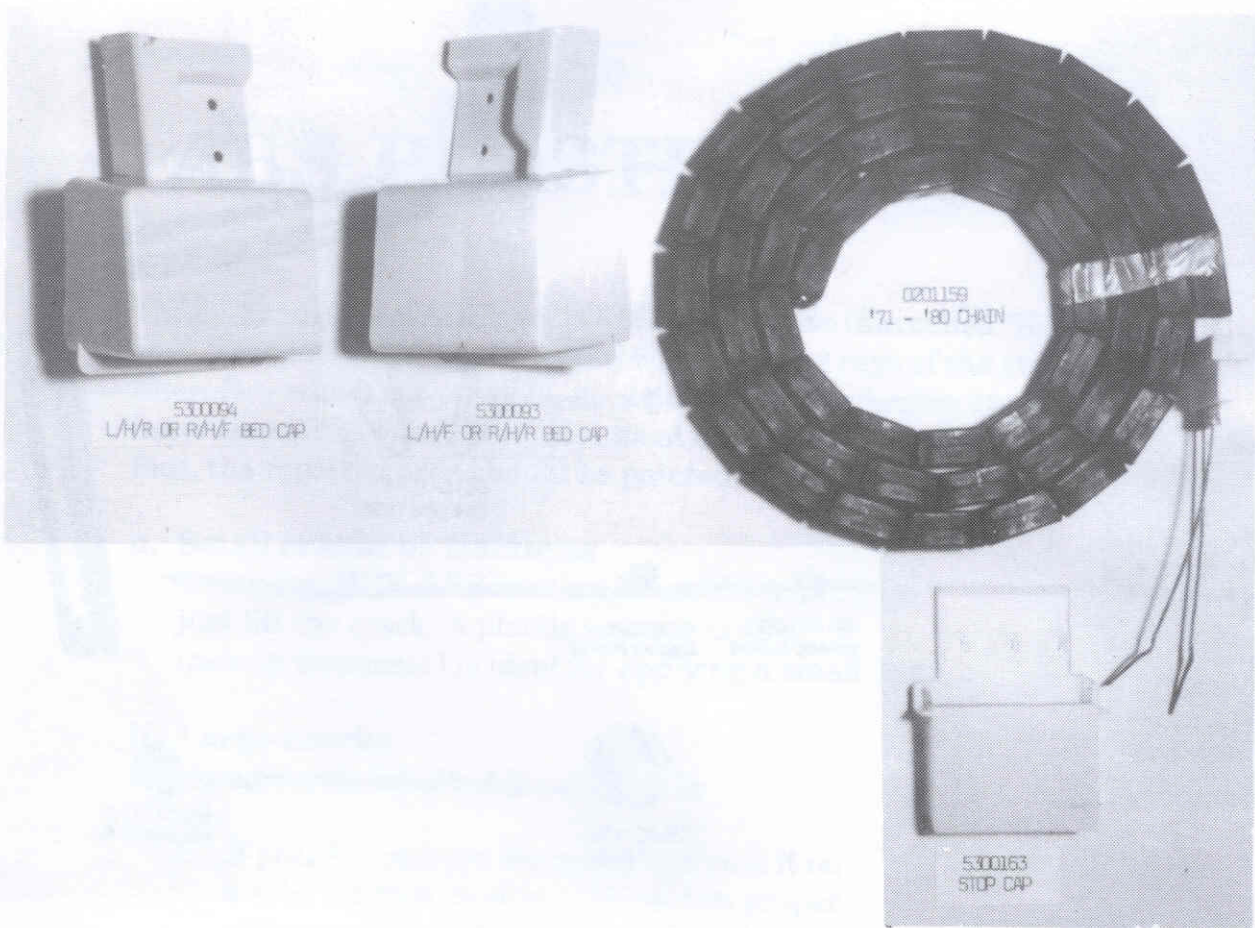
~~Using repair kit (Part No. 6200058)~~

1. If possible remove the panel and rest it on a solid surface, keeping the part in proper alignment. Scuff the area with sandpaper.
2. Cut a piece of the fiberglass cloth (supplied with kit) at least 2 inches larger than the crack or hole. Lay the cloth on something you can later throw away and brush on the MEK-ABS mixture until the cloth is saturated.
3. Apply the saturated cloth to the area to be repaired, smooth out the cloth. Allow to completely dry hard.
4. If the crack or hole is large, apply a second layer of cloth just like the first.
5. If repairs were made on outer surface, sand smooth and apply coat of paint.

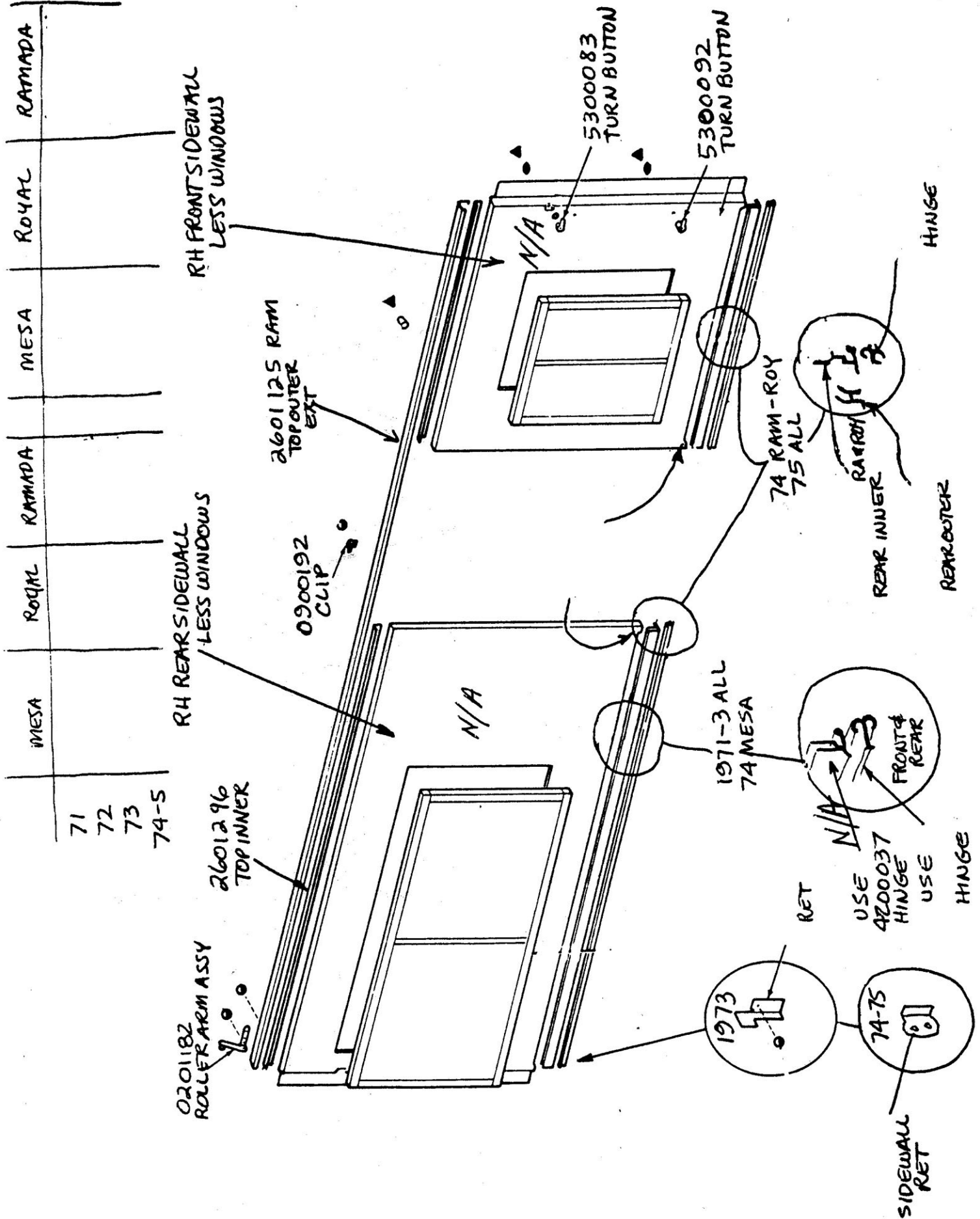






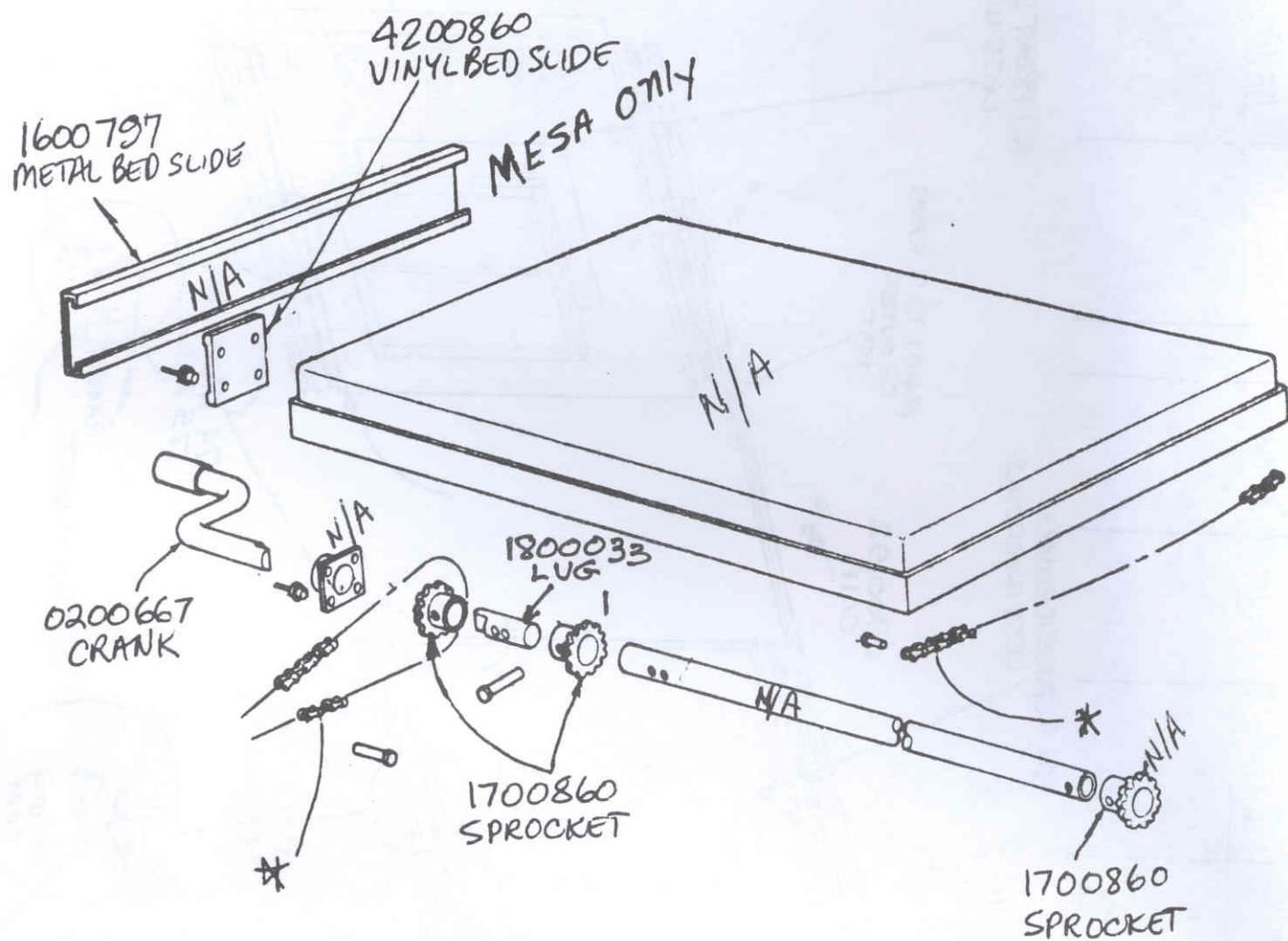




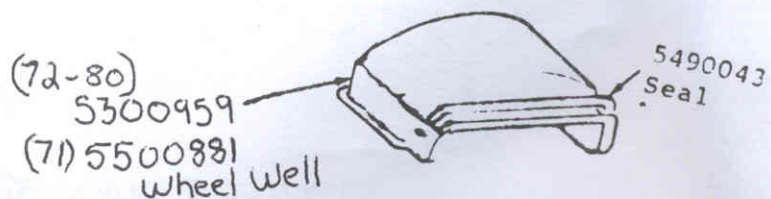


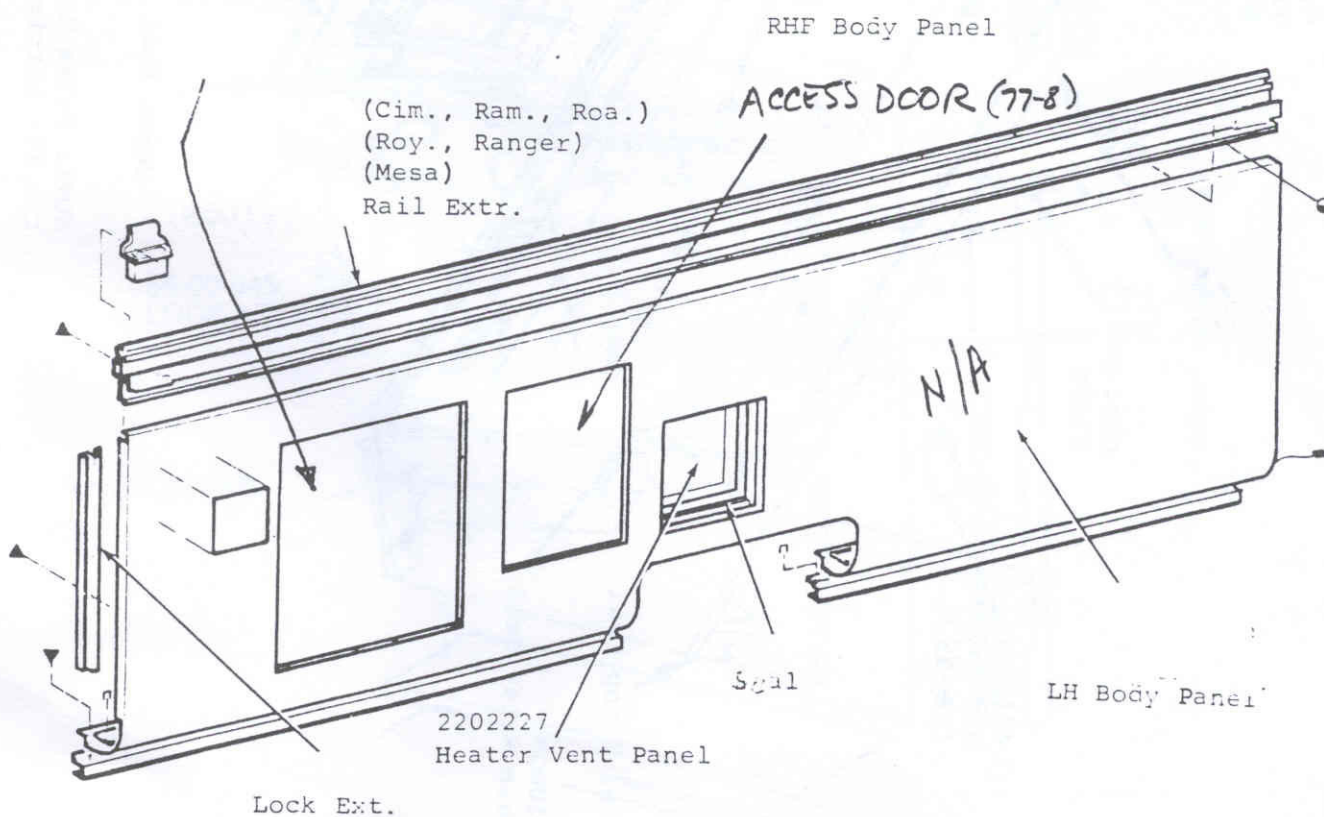
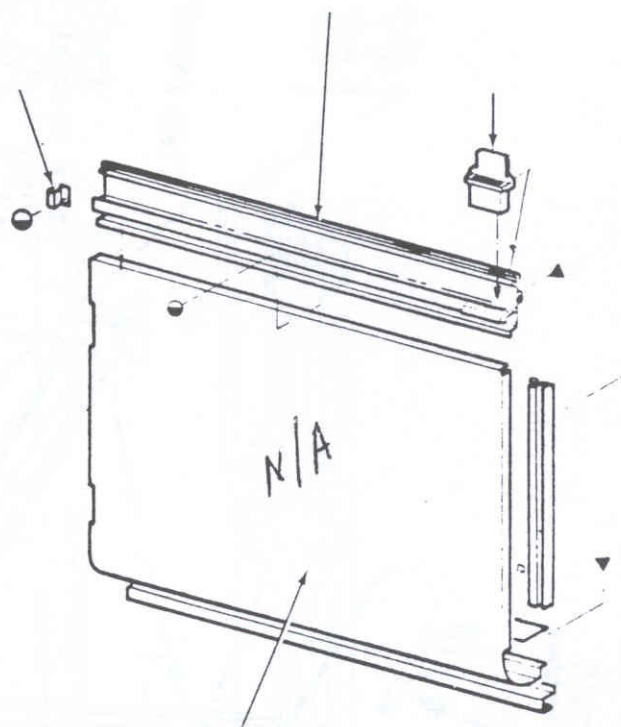
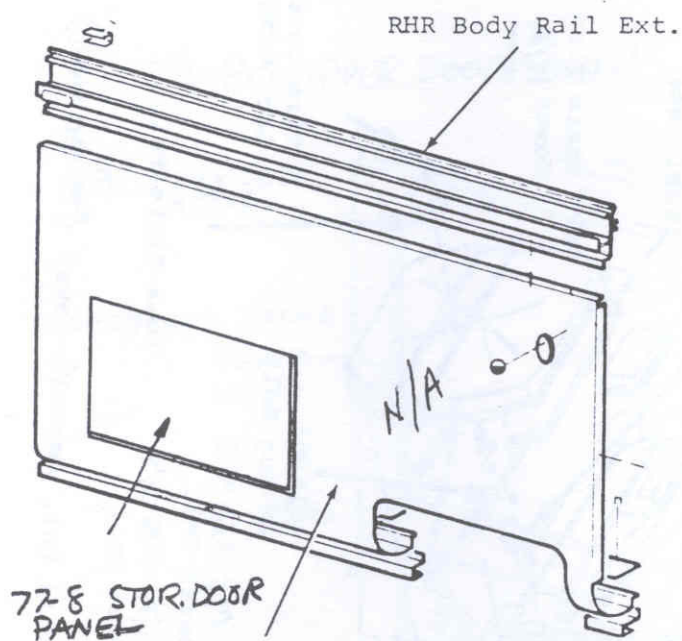
1971-75 MAIN SIDEWALLS RH





## 68-69 BED MECHANISM





BODY PANELS - SOLID STATE

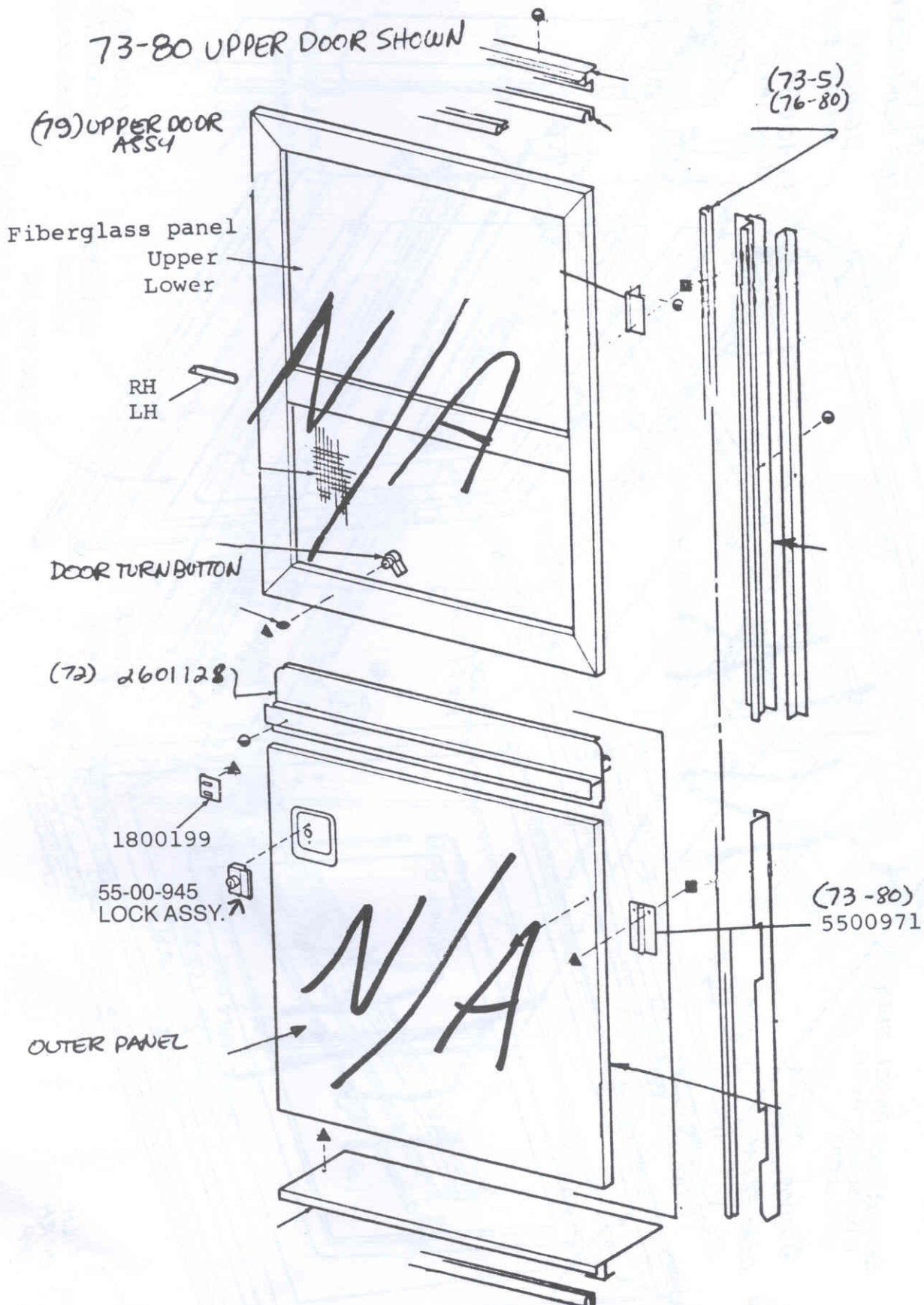


**4200028  
Vinyl Weather  
Seal**



near Bezel Pnl. Mesa-Yi-Royal (75-80 am)

# "FOR REPAIRS ONLY"





# ALL PARTS AVAILABLE

5500963 DIAL LATCH

1800204 LATCH BRKT  
N/A

4200995  
ROOF REINFORCEMENT

2601084  
INNER EXT

5490039  
SEAL TAPE

5300092  
TURN BUTTON

5300978 RH  
5300979 LH  
TELE. COVER

4200994  
HINGE

6200105 RH  
6200106 LH (SHOWN)  
BOOT SIDE WALL W/ HINGE

N/A

N/A

4200014  
ROOF HINGE

N/A  
LATCH  
N/A

SLIDER  
N/A

REINFORCE

USE 4048024  
REAR WALL LOWER  
HINGE

OUTER ROOF PANEL ONLY  
INNER NOT AVAIL  
USE WOOD

53-00988 LH  
CORNER CAP

5300989

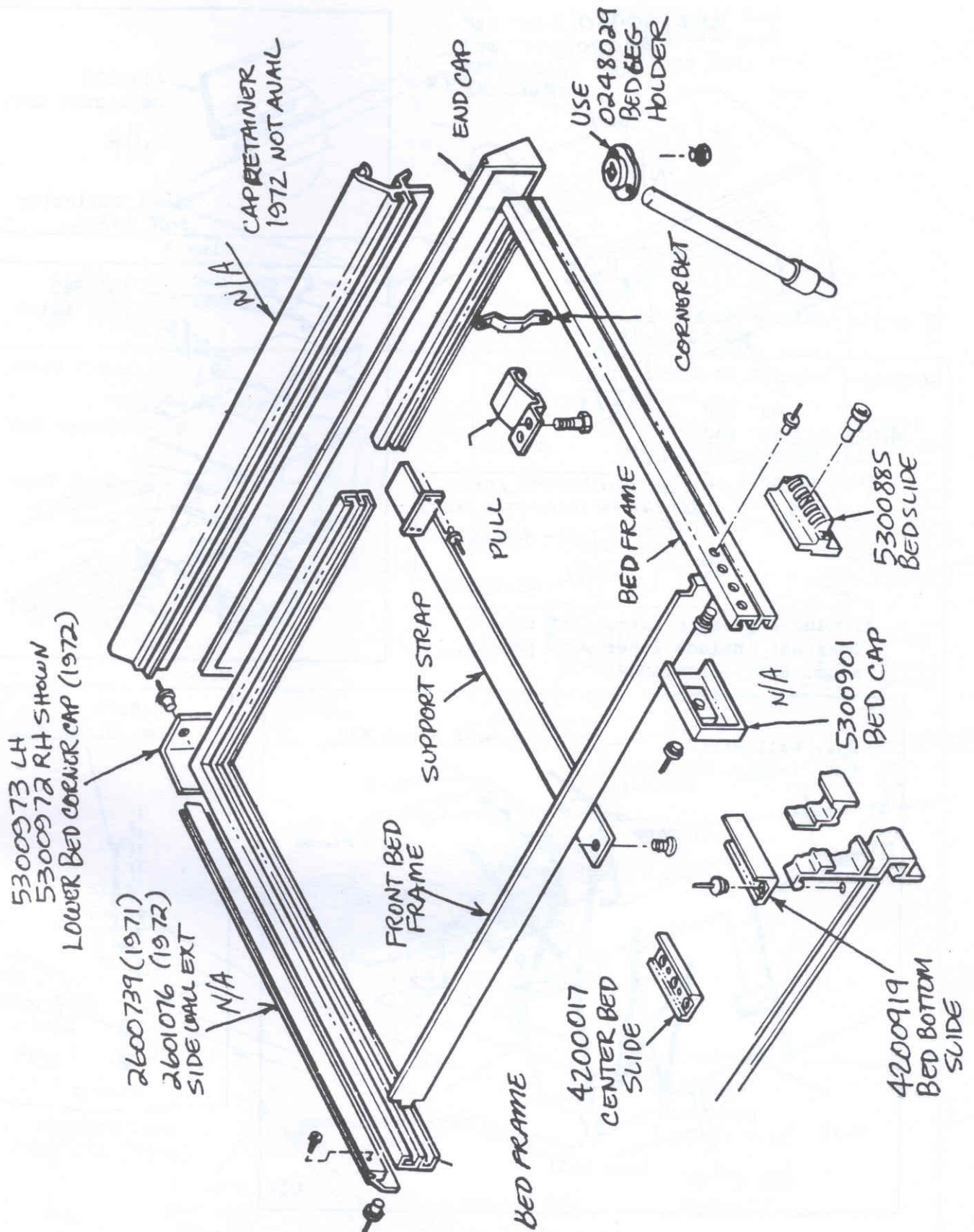
REAR WALL  
W/O WINDOW

USE  
4048017

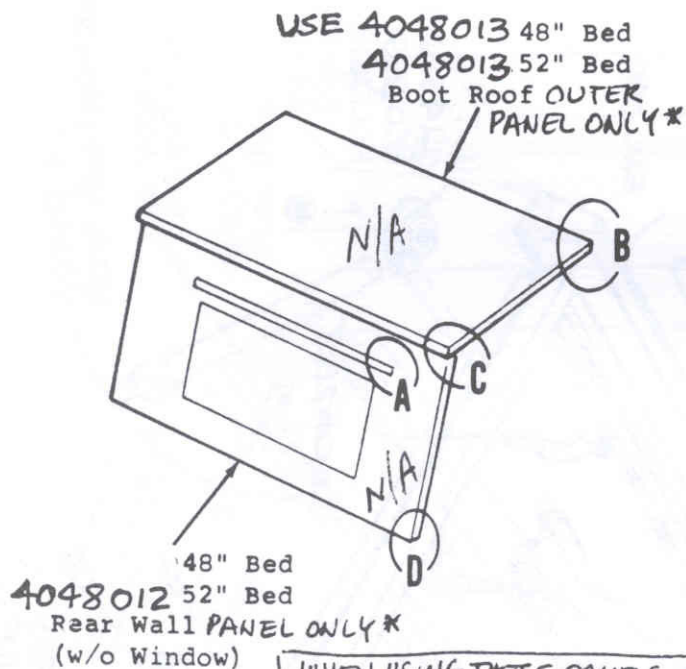
5300971 LH  
5300970 RH  
CORNER CAP

1- 3390015 LIVING HINGE  
2- 5300078 HINGE RETAINER







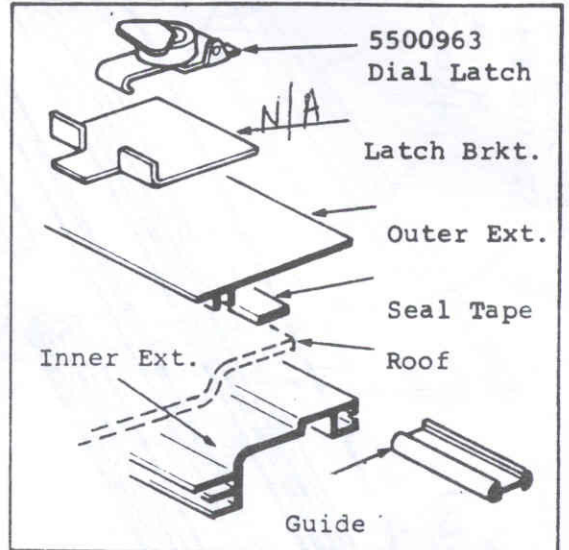


WHEN USING THESE PANELS  
ON 72 & 74 W/PLASTIC HINGES  
USE  
4048016  
4048017

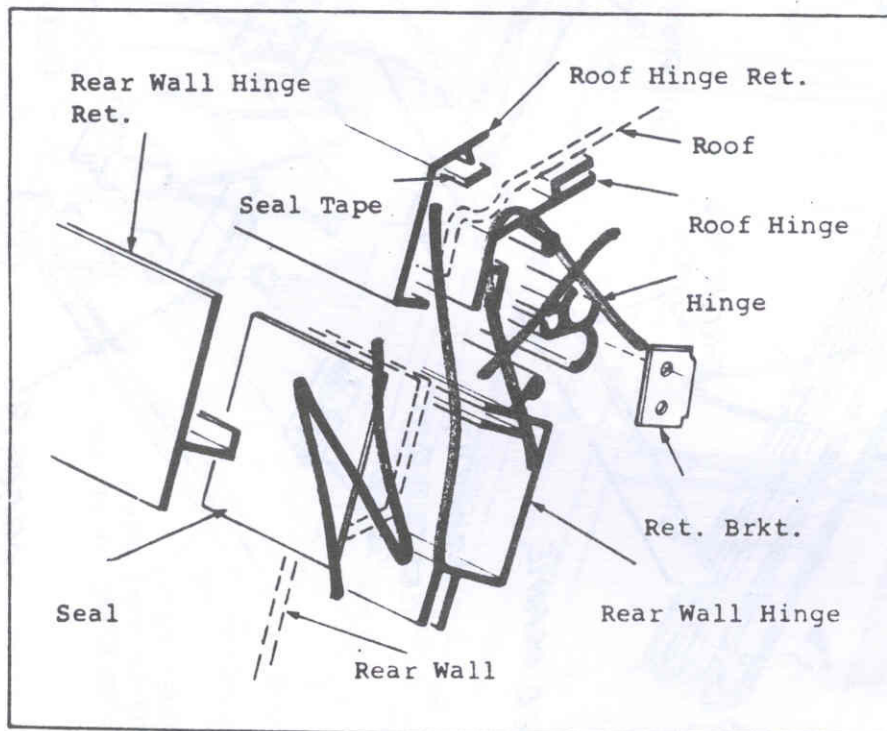
\*Includes plastic extrusions only.  
Does not include inner wood panels,  
alum. ext., or window.



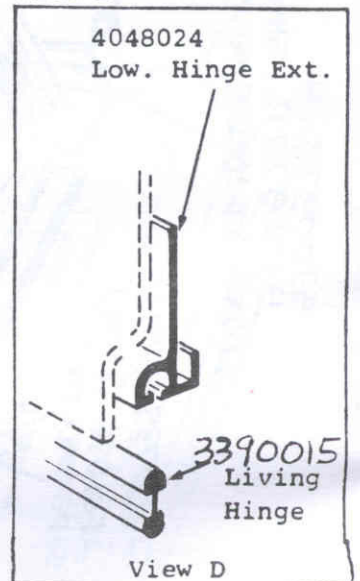
View A



View B

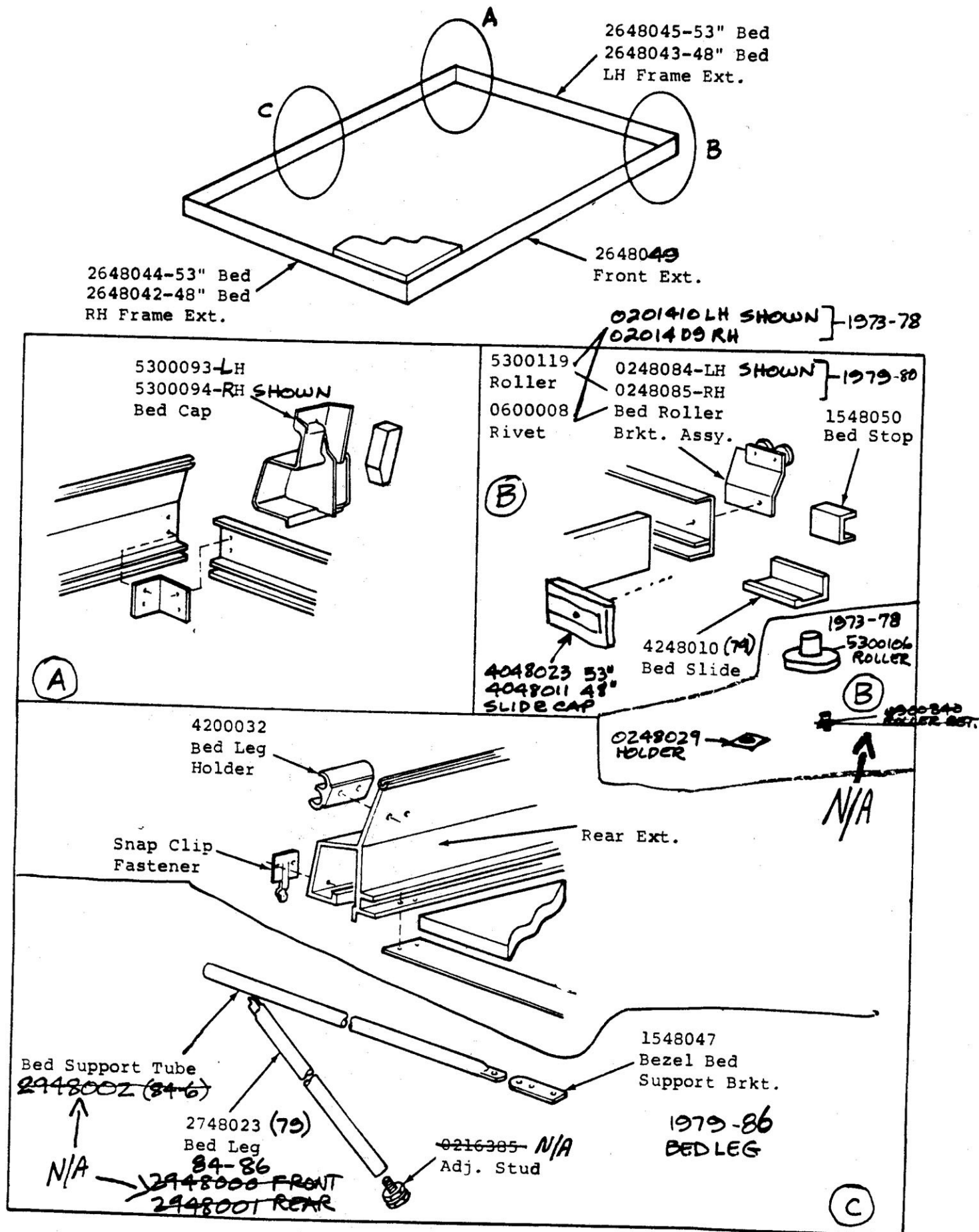


View C



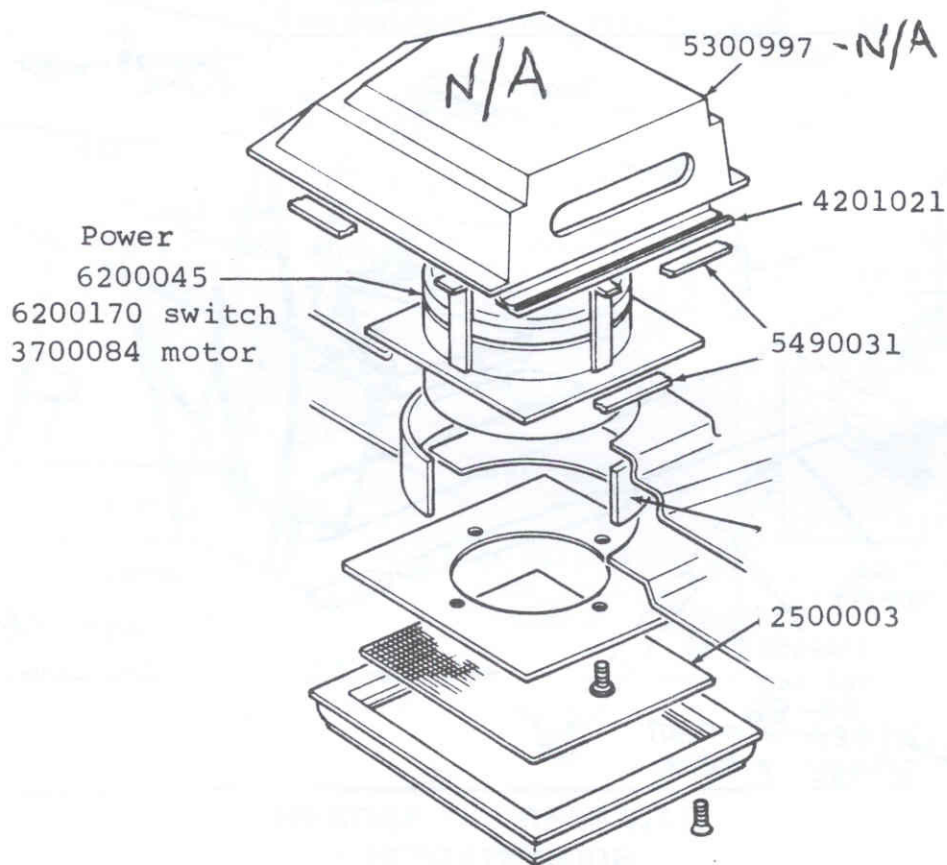
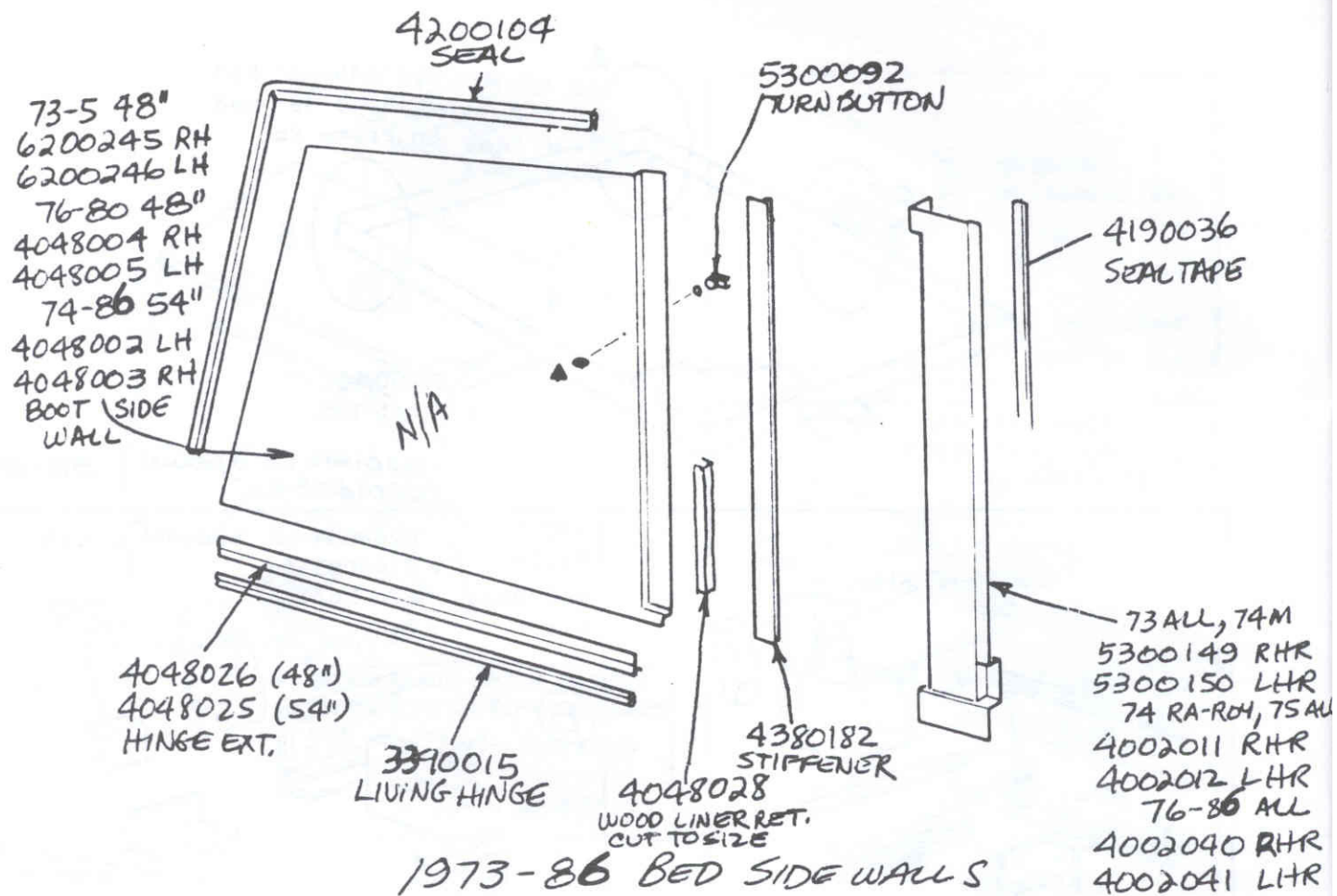
View D

# BED ROOF AND REAR WALL 1973-1986

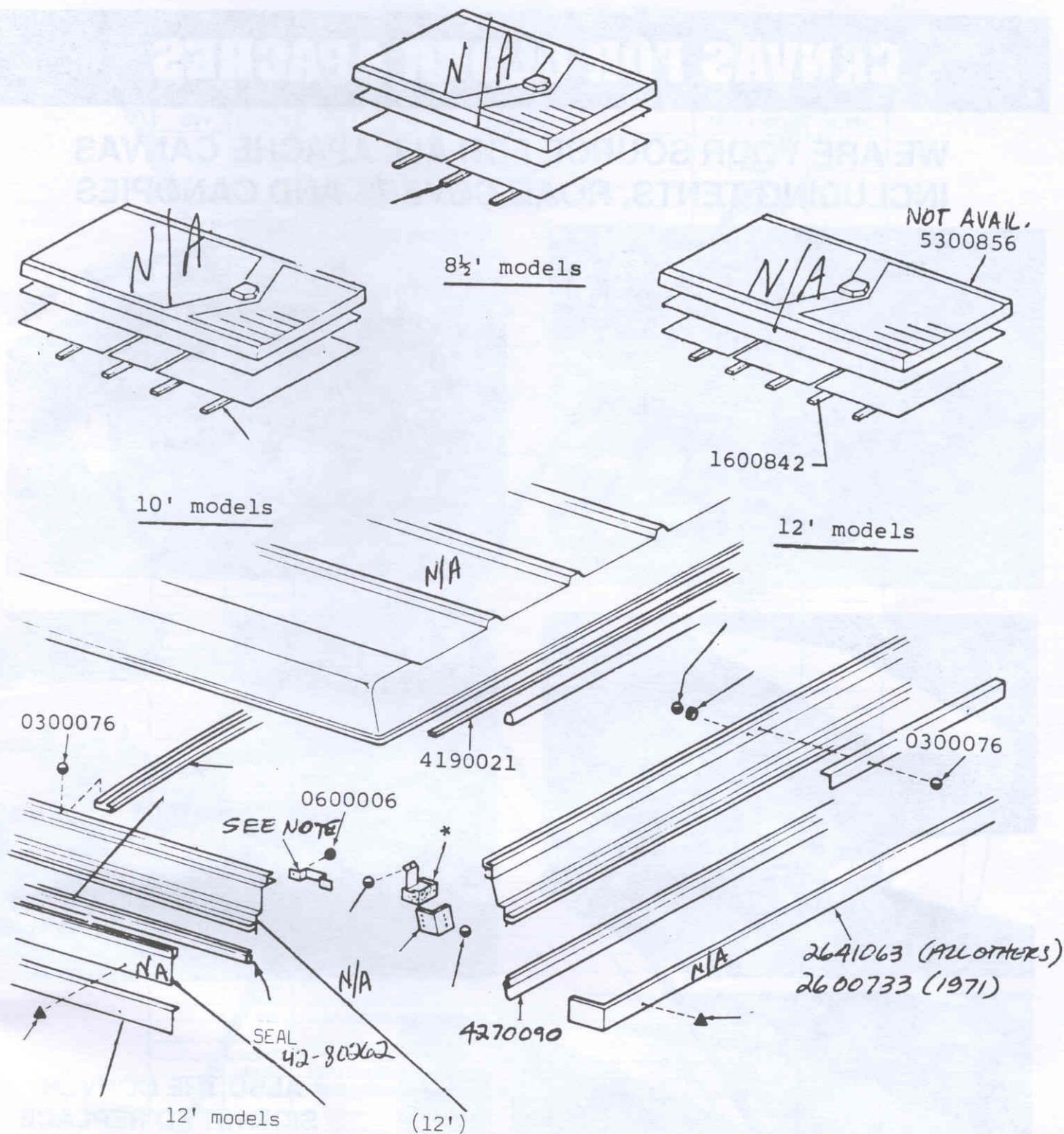


SOLID STATE BEDS  
1973 - 1986





1971-80 ROOF VENT



\* 0201402 RH  
0201403 LH  
4100831 block

73-80 ONLY

NOTE: TELE. INT. BRKT  
(1971)

(ALLOTHER S/S)

0600006

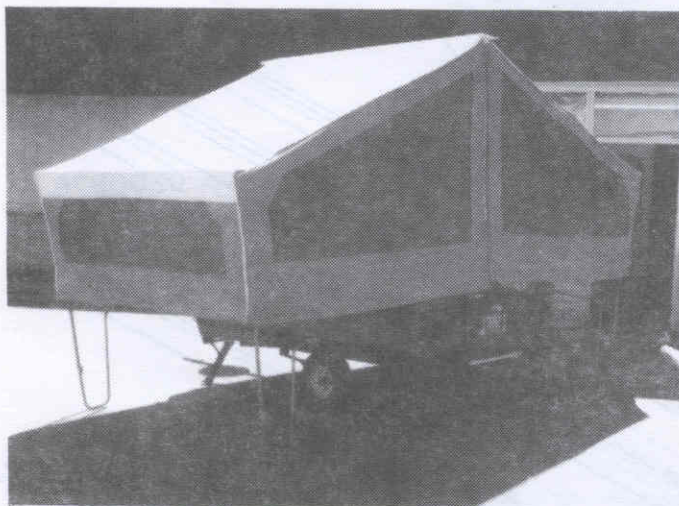
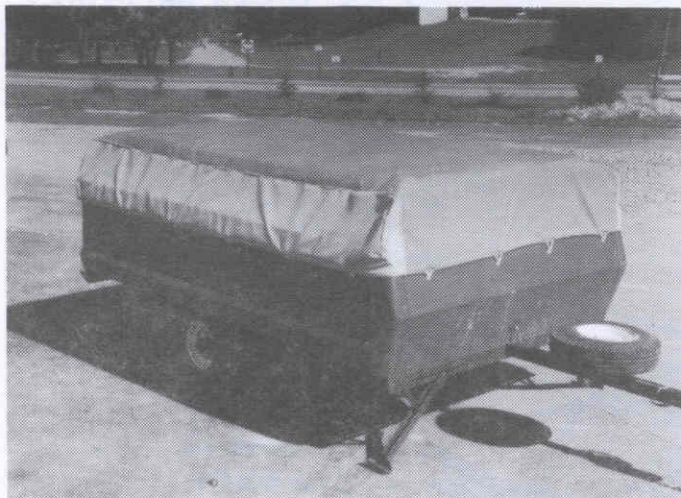
ROAD COVER (SOLID STATE)

1971-86



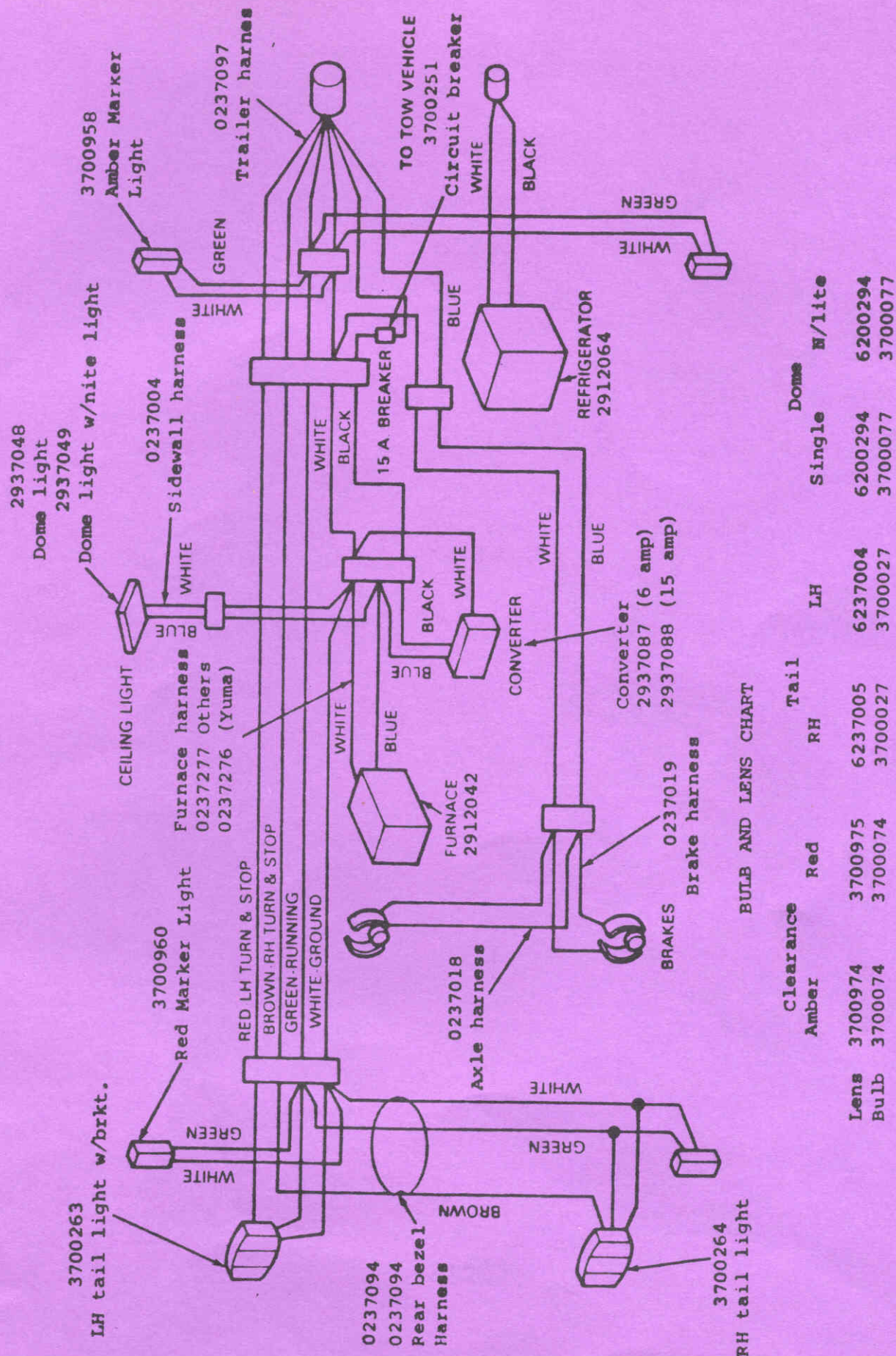
# CANVAS FOR OLDER APACHES

**WE ARE YOUR SOURCE FOR ALL APACHE CANVAS INCLUDING TENTS, ROAD COVERS AND CANOPIES**



**ALSO THE CONVERSION KIT TO REPLACE PLASTIC BED ENDS WITH CANVAS IN THOSE CASES WHERE REPLACEMENTS ARE NO LONGER AVAILABLE LIKE THE 1971 SHOWN HERE**





1979-80

12 VOLT ELECTRICAL

WITH VARIATIONS THIS IS PRETTY TYPICAL OF  
SOLID STATE WIRING FROM 1971-1978