

Rear DP Overheating? Here is one major cause and the corrective actions needed.

The design of the rear DP invites dirt and debris from to short of slobber tube and everyday road travels. After not to many miles, say 30–40K, the build up turns into a very hard material and begins to plug the CAC and radiator. This build up will start to cause erratic coolant temps and high inlet air temperatures affecting engine performance. The CAC is responsible to cool the inlet air due to being heated by the exhaust transferring from the turbo. A plugged CAC alone can cause elevated coolant temps due to the engine metal parts running at higher temps.

So, we have high coolant temps or maybe just when we are climbing hills. Either way your temp gauge is telling you to pay attention and inspect your CAC/RAD.

Here is how I have done a great many with excellent results:

- Begin by warming your engine to normal operating temp. This will “soften” the gunk.
- Gain access to the top portion of your engine through either the closet or bathroom.
- Place your old bed sheet, not the wife's, under the radiator area towards the tranny (this is your tell tale indicator of what you may or may not have removed in the cleaning process)
- The next step is to gain access to your CAC/RAD from inside the coach
- Using a compass, draw a circle of 6–8” midway between the front and rear of the fan shroud.
- Drill 1/8” diameter holes on the line until you can insert a jig saw blade.
- Cut out the circle and KEEP the plug you now have. More on this later.
- Through the hole you now have, Spray simple green AIRCRAFT on the entire surface of the CAC and RAD. Allow to sit for 5–10 minutes to emulsify.
- From the rear of the radiator, spray water from a garden hose in an up/down side to side rinsing motion.
- Reapply and rinse/repeat for as many times is required until a visual can confirm the gunk is gone.

Inspection can be much easier if you wait until night and have someone shine a light from the rear of the coach while you look from the engine side. You may not get it all but you will open up 75% without a complete CAC/RAD removal that takes 2 FULL days of grunt work.

Now, back to the plug you cut out.

- Take some aluminum strapping $\frac{1}{2}$ " wide X $\frac{1}{8}$ " thick to span the plug in two places as shown in the photo.
- Drill 4 clearance holes for # 10 stainless steel sheet metal screws in the straps as shown. Two are for the plug, other two for the shroud.
- Offset the straps, mark and pilot drill the holes (4) in the plug.
- Install four #10 X $\frac{1}{2}$ " stainless steel sheet metal screws in the plug.
- Align the plug with the access hole and transfer mark the shroud holes.
- Pilot drill and install four more screws.

You know have a access hatch to clean out your CAC/RAD. This should be done every year or 20,000 miles. Besides oil changes, this is one PM you do not want to skip.



Folks, YES removing the back of your coach grill, radiator and CAC is the sure way to clean 100%. However, it is a 2 person job requiring 2 days of grunt work. The above procedure, if done annually will keep your components clean.

Hope this helps keep your "Cool"

Regards,

George