Operations Manual - 1955 Flxible VistaLiner VL-100

1955 Flxible VistaLiner VL-100 Details:

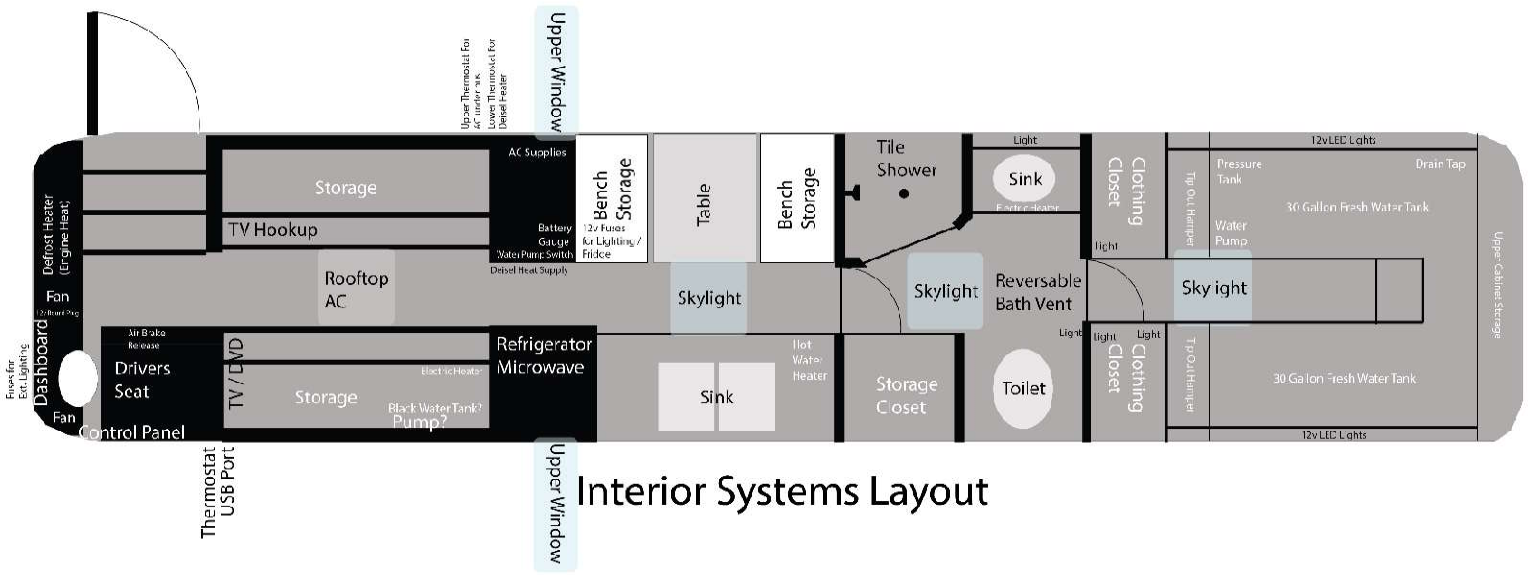
Condition: **excellent**
Fuel: **diesel**
Rv type: **class A**
Size / Dimensions: **Length 35’ x 8’, Height 9’ 3”, Width 9’ 6” mirror to mirror, 8’ bus width**
Title status: **clean**
Transmission: **automatic**
Oil: **10w 40 oil**
Weight: **33,000**

MODEL	MODEL NO.	SERIAL NO.	ENGINE NO.	ORIGINAL PURCHASER	CITY	STATE	DATE
VL100	228JT1-55-37IC-AC	10120	138459	TRANS.CONT.SYS-CONT.WEST	DALLAS	TX	7/26/55

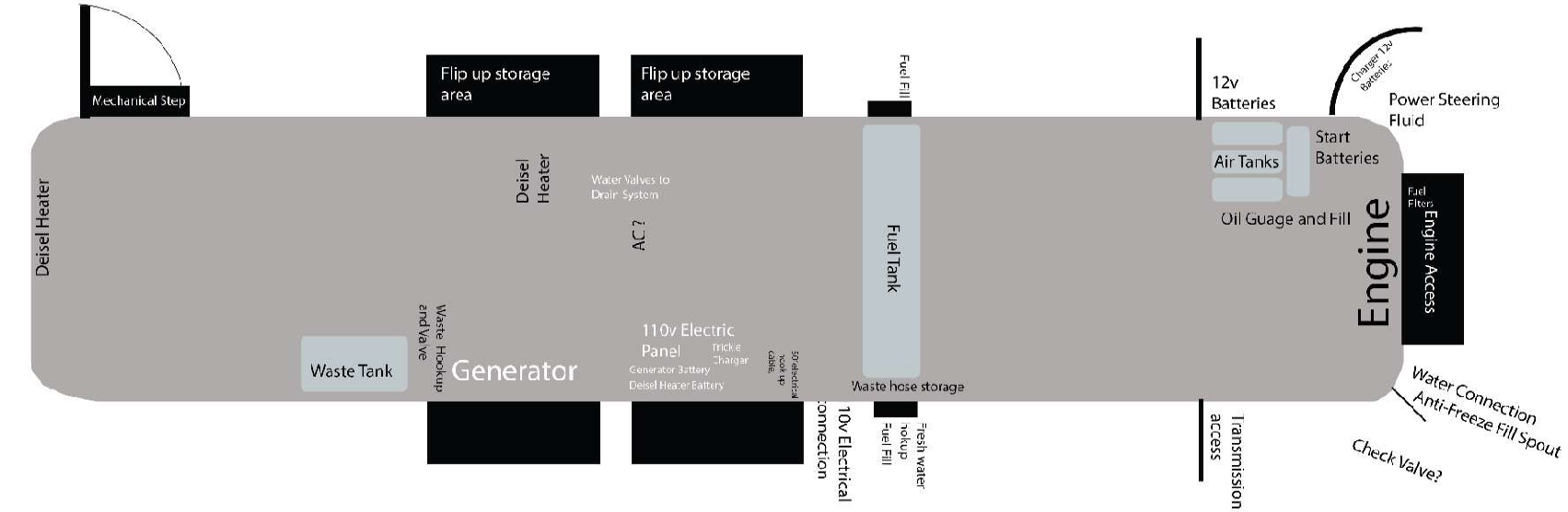
Source: https://flxibleowners.org/vl-100-serial-numbers-10101-10199/

This Flxible is a dream to drive and cruises comfortably at 60-65 mph, getting 12-15 mpg. The coach is powered by a 350 HP Detroit Turbo Diesel 6V-92. The engine was completely rebuilt in 2020 by Central Truck Service in East Bethel, MN. The suspension, hydraulic lines, and brakes were recently checked and fixed. The New LED bulbs were installed on the entire exterior in November 2019. The bus has a 10

KW Yanmar diesel generator, roof and basement air. The bus has Dupont Imiron paint and retains the factory lines and trim that it had when it left the factory back in 1955.



Interior Systems Layout



Lower Level / Mechanical Plan

Control Panel

Air Pressure – Orange Light

Anti Freeze – Red light indicates reservoir is low on anti-freeze. If light comes on add anti-freeze at next stop. Not an emergency, just getting low.

Headlights –

High Beams – Button on floor to switch lights to high beams.

Unknown Switch by Front Door? Unknown switches to left of driver.

Driving Lights –

Marker Lights – Pull a lot of current. Use to help with parking or loading.

Dome Light -

Auxiliary Fans for motor. Use if really hot out. Helps move heat off motor.

Fuel Gauge – Don't let tank get below ¼ full. It is not advised to ever run out of diesel. It is very bad for the engine and a mechanic is needed to replace filters and get the engine running again.

Operating Notes

An operating temperature in the 160 – 190 degree range is normal. If the temperature gets over 190 pull over and leave running and it will cool down. It will get hot if not enough coolant and or oil. At 210 you start wrecking stuff. C&J Bus recommends adding a manual temp gauge on the engine to also watch. Or purchase an infrared heat gun that you can use to check the temperature. How you drive will affect how hot it gets. Knowing when to shift.

Radiator / Coolant / Anti-Freeze

1 gallon of concentrate and 1 gallon of water. Always keep 5 gallons of water and 5 gallons of concentrate with the bus. There are funnels located in the storage areas under the bus. Never open up the cover of the antifreeze fill spout when the bus is hot or when the lid feels hot. Let cool down for over an hour. Never put cool liquid on a hot bus. Check antifreeze levels regularly. When filling make sure to tightly fasten lid on fill spout to seal system.

Engine

The engine was completely rebuilt in 2020 by Central Truck Service in East Bethel, MN. Most of the small oil leaks were fixed.

The coach is powered by a 350 HP Detroit Turbo Diesel 6V-92 with 2K on the rebuilt engine. This is not the original engine. The Series 92 engines were introduced in 1974 and most likely installed in the 90's. Diesel doesn't like cold temperatures. Can start from the back with out a key. Measure the oil level in the rear. Oil Type: 10W 40 or SAE 15W 40? Always have some on hand. Engine holds 27 quarts of oil? Some small leaks. Winter diesel needs additive. 32oz. per 100 gallons.

Winter starting – The engine has an engine block heater for winter starting. Prior to having an engine block heater a way to help start the engine when it is cold outside is to spray in liquid lighter fluid (or WD-40?) into the air intake screens above the engine on the passenger side rear while trying to start the engine. Then have to let it run for a while to warm up.

The bus has a 100 gallon gas tank. Fills up on either side.

Engine Start Batteries

Located next to the engine in the rear passenger side. There are two batteries run in tandem used to start the engine. There is a shut off next to the batteries that allows the batteries to be turned off when parked so battery doesn't wear down. The batteries to start the bus are new (purchased/installed in September 2023).

Transmission

It has a 4-speed Allison transmission and power steering. Automatic. No park.

Check transmission fluid levels when the bus is warm. Have to let the bus warm up and drive it then check transmission fluid levels.

Brakes

Brakes are air pressure. Put in neutral then pull emergency brake. Then it exhales like a bus.

1/7/21 – C&J Bus New front brakes pad / liners were installed.

Suspension

Torsilastic springs, independent front suspension.

Under Belly

The underside of the bus is ready for some attention. It needs to be scraped, sanded, and painted with a good primer. POR-15, Paint Over Rust is a good material to use to prime the metal.

Hydraulic Lines

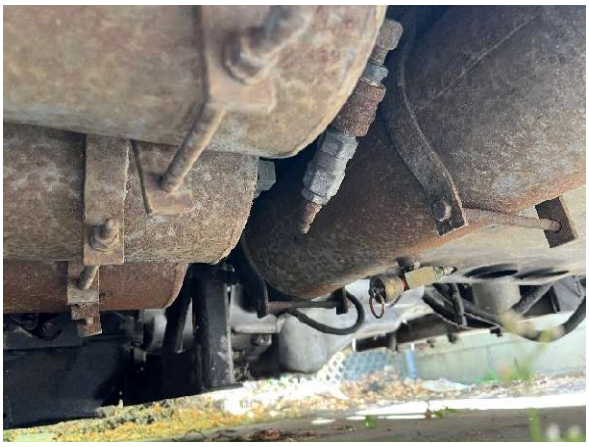
Tires

Tires were replaced in 2019 and have low mileage on them. They are Uniroyal RS20 11R22.5 Radial. Re-groveable. Fill to 110# of pressure.

Air Tanks

Air pressure should be at 120 or higher.

There are five air tanks, four in back and one in front. New air pressure release valves were installed. Those should be bled regularly by pulling on the rings on each tank. By pulling out the valve and holding it open water can drain. Also alcohol can be added to prevent freezing.



Air Pressure Release

To release the air brakes pull up on the air pressure release located to the right of the drivers seat. The air pressure needs to be above 60 on the gauge to allow the release of the brakes.

How to Start the Bus:

1) Check oil level. Fill to X.
2) Check coolant. Back of bus on left up high. Has the gas tank type screw off top lid closest to the door (potable water is behind it). If coolant is overfilled it will overflow and leak out of the top of the tank through an overflow.
3) Flip two switches at drivers left side.

4) Turn on power to both batteries at back of bus by turning knob.
5) A buzzer will sound until the air pressure has reached a high enough level to drive. Once that is reached a light will turn green.
6) Use switch on engine to start the bus. Let warm up for 10-30 minutes depending on temperature outside, longer if cooler.
7) To release the emergency brakes hold down the yellow button at the drivers right side for 15 seconds. You will hear the pressure release or it will pop back up if there isn't pressure or it is too cold. (Note: if condensation freezes in the lines they can be bled under the bus, see videos).
8) Drive a while then check the transmission fluid. This is located behind a panel on the drivers side near the rear of the bus. It requires a wrench and removing a screen panel.

Parking / Turning Off

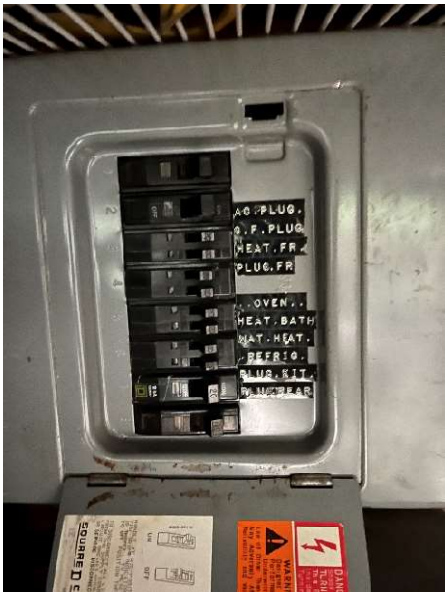
1) Apply brakes and put bus in neutral. Apply airbrakes by pulling up on yellow button at the drivers right side until you hear the air pressure engage.
2) Unlock back and turn off power to batteries.
3) Lock the back.

Parking – Use As an RV

Turn off power on back batteries when parked so battery doesn't wear down. The batteries to start the bus are new (purchased/installed in September 2023).

Utility Hookups

Electrical - Has 50 amp plug for campgrounds and RV parks. There is also an adapter from 50 amp to 30 amp (and 30 amp to 20). Internal lights are 12v and run off power or generator.



Interior Operations

Deisel generator - 10 KW Yanmar diesel generator. Needs to be pre-heated to start up if it below 40 degrees outside. Has glow plugs. Hold down button for 15-30 seconds to preheat. Then press start button. It should start. If not, repeat. Generator sits on air bags to smooth ride.

Lower AC – The thermostat for the lower AC is located on the passenger side wall behind the Grain Belt clock and behind the curtains for the lounge windows. Note: it is the Duo-Therm thermostat on top. The cool air comes out behind the Grain Belt clock and can be directed towards the front or back of the bus.

Deisel Heaters – Are located under the bus and are silver and round. They are original to the bus and have had issues in the past. A previous owner used a wrench to tap the heater to get it working. When diesel is flowing to the heater you should see small bubbles in the clear gas line leading to the heater. The heaters have a special battery and burn diesel as a fuel. Heat comes through the grate next to the step as shown in the photo below.

Electrical Heaters – There is one electrical heater located on the driver's side in the front sitting area and one under the bath vanity sink. These heaters run on 120v power from bus being plugged in or generator running. The control twist knob to turn on the heaters is located on the heaters.

Ceiling AC – All dials and controls are located on the ceiling unit.

Refrigerator – Runs on 120v power from bus being plugged in or generator running and 12v. It runs much better on 120v.

Microwave - Runs on 120v power from bus being plugged in or generator running.

Lights – Are a combination of 120v power and 12v power.

120v lights – Halogen track lights near TV.

12v Lights – Run on battery pack. These lights include the three lights over the bench seats, and LED under cabinet lights.

Grain Belt Clock and Lights – These lights came from a bar in North Dakota and add a vintage flair to the bus. The lights run on 120v. The clock also runs on 120v. Behind the clock are LED strip lights to back light the clock. They are controlled with the remote control.

Two Way Ceiling Fan -

12v / USB Charger – Located behind drivers seat.

Water – The bus has two tanks. Clean potable water and waste. Hose hooks to valve behind drivers side. 50 gallon clean tank and 60 gallon dirty tank. You can connect to water directly. That water will be pressurized and will fill the system. The connection is located next to the gas tank fill spout on the drivers side. After connecting the hose there is a ball valve located next to the connection that you open slowly to slowly pressurize the system. There is a check valve in the back to stop city water from entering the tanks.

Water Tanks – When off grid or on the road the water tank can be filled from the fill spout at the rear of the bus on the drivers side. There are two possible spouts in this door. The water fill is the rear fill with a white pipe and twist on nut on top of the cap. The drivers side tank will fill first and then the passenger side fill second.

Water Pump – The water pump is needed when not connected directly to water and using 50 gallon clean tank. To activate the pump there is a switch located inside the cabinet recess under the Grain Belt Lounge. Press and hold the switch to activate the pump and pressurize the system.

Pressure Tank – Is used to pressurize the water system. It is a holding tank that draws in fresh water and fills the system. It is activated by the switch.

Drain Tap – Use to drain water out of the water tank. There is a small pump to assist with the draining.

Hot Water Heater – 10 gallon electric hot water heater. Located under the kitchen sink. Requires 120v power from bus being plugged in. Hot water heater can be winterized. Drain to release all water in unit to exterior is above the power switch to the right. Turn left to drain. Turn right to close drain. There is a bypass on the hot water heater that can be used to winterize the bus. There are two valves that can be opened and closed to bypass or allow water to reach the hot water heater. Turn on hot water heater using toggle switch on

Kuuma 11841 Kuuma Water Heater with 120V Front Heat Exchange and Back Mount - 11 Gallons, Silver

Marine hot water tank. Also uses anti-freeze and heat from engine to heat water.

Shower – This is a new tile shower surround and new plumbing fixtures as well as a new shower door. The removable shower arm is great for cleaning!

Toilet – Requires RV chemicals so toilet doesn't stink. Drop in pods help breakdown waste and cover unwanted smells. https://www.amazon.com/Camco-Treatment-Drop-INs-Unwanted-41183/dp/B016V2B1Z8. The toilet DOESN'T require special RV toilet paper.

TV/DVD Player Combo – Runs on 120v if plugged into outlet. Also can be plugged in and run off 12v with adapter. 12v plug in is located above TV on drivers side wall. Remote control holder on wall.

Cassette Tape Player –

Fans - Above driver and on front dash board.

Curtains - There are lined blackout curtains on all the windows except over the kitchen sink.

Window Covers - There are snap in window covers for the front windows and upper skylight windows.



Skylight Covers - There are flexible reflective insulation pieces stored under the front bench seats that can block light from entering through the three skylights.

Dumping Waste – Note: use rubber gloves when dealing with sewage. There is a hose for emptying the black tank located next to the gas tank fill spout on the drivers side. That hose is attached under the bus below the generator and twisted into place. Then the valve above to the left of the generator can be turned to empty the black tank. After the tank has been emptied the valve should be shut and the hose removed and stored.

Back Tow Hitch

The back tow hitch includes a hitch with two balls X size and X size. It is approximately 12” off the ground.

Front Tow Hook

Front Bike Rack Connection

Distance apart. Add photo.

Winterizing the RV – If storing over the winter in a cold climate the water lines should be drained and either blown out with air pressure or filled with anti-freeze to ensure the water in the lines doesn't freeze and ruin the plumbing. Under the passenger side back bed there is a loose hose that you insert in the anti-freeze container and start the pump to drain the container and fill the lines. Also, there is a bypass on the hot water heater. The hot water heater holds 10 gallons of water. Turning the valves to close off the hot water heater eliminates the need for 10 gallons of anti-freeze during weatherization.

ADD Photo of bypass valves

Known Issues

Paint is chipping off. The paint job is getting old. There are also old logos and vinyl signs that can be seen under the paint at the right angle.

Bedroom drivers side window stuck. Hardware seems broken and stuck locked. Can't tell if window is also stuck.

Front right (bearing?) is worn and it results in the tire being slanted out slightly and wearing on the inside.

Rust and corrosion under the bus. Many areas are corroded and could use scraping and painting with a rust inhibitor.

Parts Manuals

https://www.coachinfo.com/Media/Flxible_Images/FlxTwinLevel.html