

1994 Coachmen Class B Motorhome Information

Price: \$7000

Chassis: 1994 Chevrolet G30 (1-ton)

Engine: Chevy 350 Smallblock 5.7 Liter with throttlebody injection.

Transmission: 4L60e

Mileage: ~140,000

Mpg: 12 city/13.5 highway (my own calculation)

Purchased by current owner 7 years ago for a trip to Michigan

- Appears to have had 2 previous owners
 - A tax accountant in Houston who parked it and used it for advertising
 - The University of Houston, unknown use
- Took a trip to Michigan in 2016, Mississippi in 2017, and Michigan again in 2018 and 2020
 - Plus numerous smaller trips around Texas to Bryan, San Antonio, Corpus Christi
 - Plus used as a daily driver when other vehicle needed work

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Current owner work since 2016

- Repaired rear top airconditioner (cleaning, weatherstripping, roof gasket)
- Replaced rear air conditioner evaporator under sink
 - Dash controls are reduced to off=off and high=on.
 - A secondary control is under the sink now.
- Replaced engine mounted air conditioner compressor
- Replaced serpentine belt
- Replaced throttle position sensor
- Replaced greywater tank with PVC (now smaller and overflows into the blackwater tank)
 - Do not put anything solid or sticky down sink drain. It only has a 1/2" drain line now.
 - GREYWATER WORK NOT COMPLETE as of 9/22/23, DO NOT USE AS IS
- Repaired blackwater tank cracked lid (may still leak near wheel when tank is full)
 - Should only be used sparingly and emptied ASAP
- Replaced transmission mount
- Replaced sparkplugs
- Replaced sparkplug wires
- Replaced windshield (*see note below)
- Replaced tires (now 10 ply)
- Changed differential fluid
- Installed custom exhaust, including catalytic converter
- Installed passenger side running board
- Reconfigured utilities (plumbing and electrical) in bathroom area to make more room
- Installed larger 110 volt refrigerator
 - Can be run off the inverter when engine is running
 - Non-functioning small 12 volt refrigerator is in garage if you want it.

- Sealed roof leaks, cleaned ceiling fabric of water stains, re-glued ceiling fabric
- Corrected bowing of the sofa due to the nitrogen charged gas cylinder
- Replaced 75# nitrogen charged gas cylinder with 100# nitrogen charged gas cylinder
- Converted 30 Amp 110V power to detachable plug
- Installed new socket on main power cable to match new power port
- Fabricated 15Amp pigtail
- Replaced fuel pump and fuel filter
- Replaced both engine mounts
- Replaced ignition coil
- Replaced engine oil cooler hoses (2)
- Replaced driver's door weatherstripping
- Replaced passenger door weatherstripping
- Replaced top AC cover
- Replaced transmission rear main seal
- THIS VEHICLE IS UNUSUAL and also requires a tailshaft seal, which I also replaced
- Replaced transmission tailhousing bearing
- Replaced water pump
- Replaced fan clutch
- Replaced lower radiator hose
- Replaced some (but not all) heater hoses
- Replaced air conditioner high pressure switch, drier and orifice tube.
- Replaced line to sink with braided stainless hose.
- A lot extra coiled underneath sofa...could more extensively replace sink plumbing.

Problems not yet addressed

- No interior heat while driving.
- Dash heat (from engine) was plugged by previous owner.
- Attempted repair, but ended up installing a bypass loop.
- Couldn't tell if heater core was good and ran out of time.
- Have a manual valve from 1968 Ford Bronco to replace the anemic vacuum valve.
- Rear heat (from engine) is missing.
- I removed it because the rear heater core was leaking.
- Additionally removed heater hoses running to it.
- Easy to replumb if you want to reinstall.
- Have a manual valve from 1968 Ford Bronco to replace the anemic vacuum valve.
- Top vent fan does not work
- Music system is non-functional
- Driver's side needs a step
- Purchased a step, but not installed, yet. Step will be included.
- Factory tow package never completed, apparently never used. I haven't towed anything.
- Cruise control doesn't work
- Water heater never attempted to use. Unknown.
- Engine temperature sensor doesn't work well. Moves maybe a 1/4 inch when warmed up.
- Replaced the sensor on the block, but that did not fix. Problem unknown at this time

*windshield note: When I purchased this van, it had a badly cracked and poorly installed windshield which would not pass inspection and so I had to have it replaced. This style van can have either of two types of windshield installed 1) Rubber gasketed or 2) glued. Renfro's Glass in Nacogdoches only had the glue-in style in stock and I took that due to time constraints. Unfortunately, the rust around the windshield frame allows water to get inside (and Renfro's warned me of that). I have used gorilla tape to seal the top edge of the windshield and that works fine, but doesn't look the best. To fix this correctly, it needs to be taken to a body shop, have the windshield removed, have all rust from around the windshield removed or treated, and then have the windshield reglued in place. Alternatively, a windshield gasket and a new gasket-style windshield can be purchased and installed. I would choose rubber gasketed, if available.

My usual use of this van is as a travel van, not a live-in motorhome. I go to events and may stay overnight or two nights. The money saved on eating out and hotel rooms usually more than makes up for the low gas-mileage. I go camping, but primarily use the van as place to sleep and otherwise use park restrooms for showers and toilets. Often, I also pitch a tent. I visit friends and just ask to stay in their driveway for the night...there is no need for them to make up a guest room. The top air conditioner does draw more current than a standard American household outlet can supply and will trip a breaker, so I either visit when the nights are cool or several of my friends have put in 30A, 120V outlets for me. It is a fantastic van for all of these purposes. It would be a sucky live-in motorhome.

If you have never owned a pre-2000 vehicle, you should pass this one by. The engine was designed in the 1950s, the transmission was designed in the 1960s, the body was designed in the 1970s. They were all continuously upgraded, of course, and this example was built in 1994 with those upgrades, but they were designed for regular maintenance. Plus it is now 30 years old and will require additional maintenance due to age.

I had a hitch mounted generator for it, but the generator carb needs rebuilding. If you want to do the work, I'll throw in the hitch carrier and generator for an additional \$100 (\$50 each). Eventually, I'll get around to rebuilding the generator carb and will then remove this paragraph. When running, I value the generator/hitch carrier set up at \$350 and may relist it for that when fixed. But for now...as is...\$100.