



# Service Campaign

**MODELS**

**AFFECTED:** 2004 Rialta, Vista, and Sunstar

**DATE:** November 7, 2003

**SUBJECT:** Rear Wheel Well Reinforcement

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PLEASE FORWARD THIS INFORMATION TO YOUR RV SERVICE MANAGER

The attached report shows potentially affected 2004 Rialta, Vista and Sunstar vehicles built 6-9-03 to 8-1-03 that were recently shipped to your dealership. These vehicles require addition of rivets to the rear wheel wells to reinforce the spot weld joints according to the attached instructions.

Please complete this procedure on all affected vehicles in your inventory. If any of these vehicles has been retailed, please contact the owner and schedule a service visit to have this procedure completed on their vehicle at their earliest convenience.

To receive credit for this repair, submit a warranty claim using the operation number and TIC listed below.

DESCRIPTION	OPERATION NUMBER	TIME	TIC CODE
<b>Vista/Sunstar</b>			
Rear Wheel Well Reinforcement	05540199	5.0	5401Z9
<b>Rialta</b>			
Rear Wheel Well Reinforcement	07540199	5.0	5401Z9

We apologize for any inconvenience this may have caused you and/or the customer because we have taken this action in the interest of continued satisfaction with our products.

Steven R. Evenson  
Director of Parts and Service

# REPAIR PROCEDURE FOR SERVICE CAMPAIGN

## Rialta, Vista, Sunstar Rear Wheel Well Reinforcement

(Vehicles built 6-9-03 to 8-1-03)

**READ THOROUGHLY BEFORE BEGINNING PROCEDURE**

### TOOLS AND MATERIALS REQUIRED

Winnebago Part # 087718-01-700 – Rear Wheel Well Campaign Kit  
Pneumatic or electric ‘pop’ rivet gun recommended  
Drill

*Note: You can use any undersize drill bit of your choice for pilot holes. We chose 1/8” because it is a commonly available size and did not break as readily as smaller ones did. Also, you may wear out more than one pilot bit depending on steel quality of the bit used.*

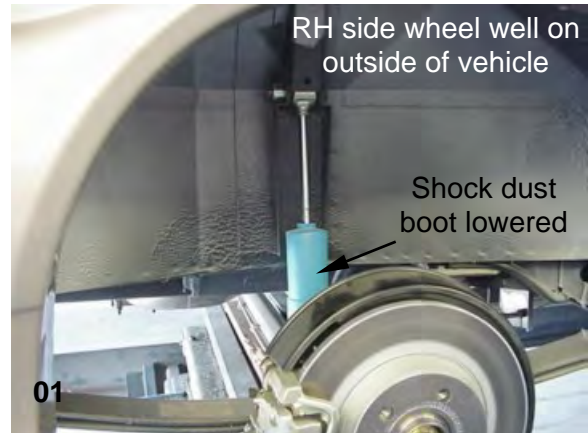
### PROCEDURE

**Drill and install 3/16” steel monobolt rivets (qty. 134 supplied) along the upper seams of the rear wheel wells and around the shock mount brackets as described below.**

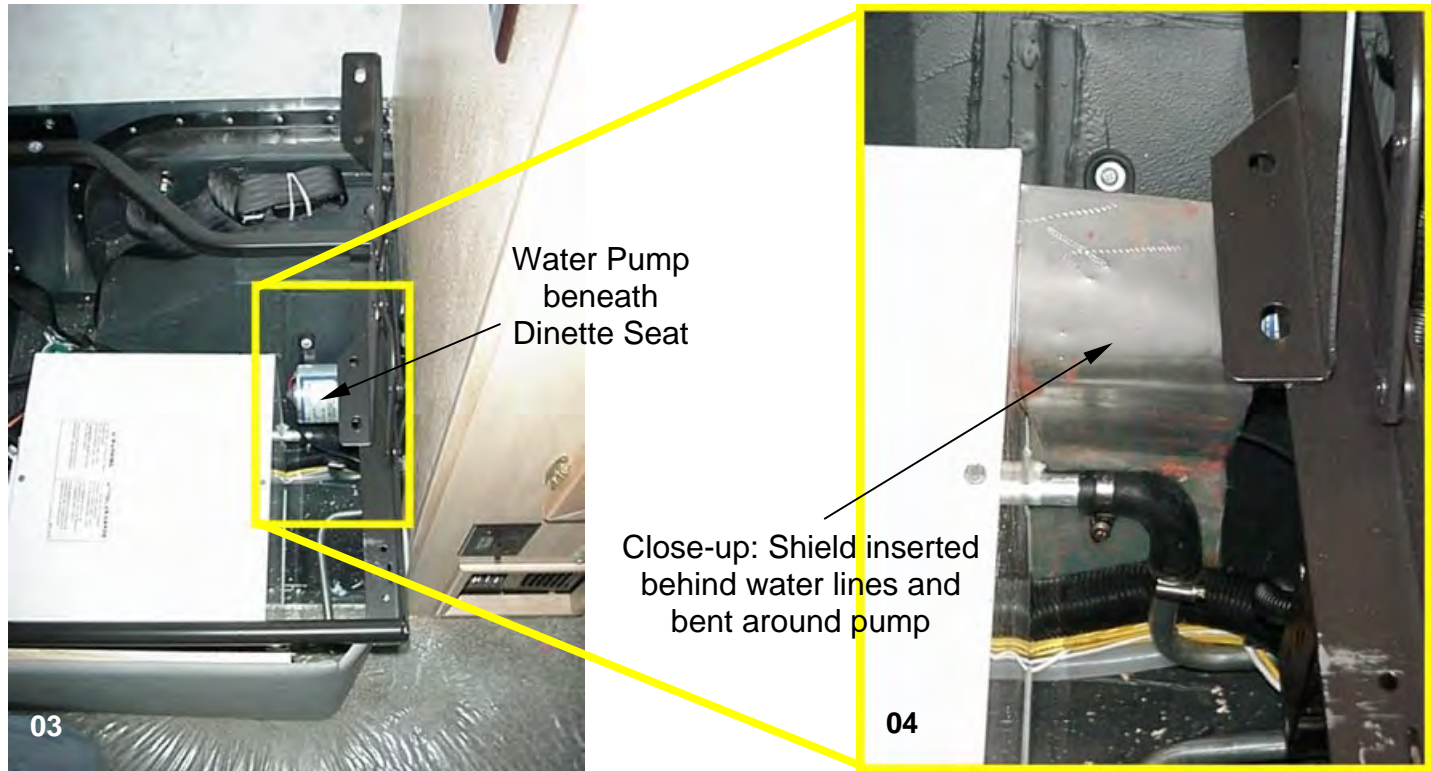
1. Remove the rear wheels to gain access to the inside of the wheel wells.

*Note: We recommend scrubbing or pressure washing the wheel well surface to remove road deposits and debris that could reduce solid contact of rivets and inhibit application of undercoating material*

2. Slide the shock absorber dust boot down as shown in photo 01 to avoid damage to the boot. Then wrap the shaft with a removable protective masking material to avoid damage to the shock.
3. Use the two 4” x 12” pieces of 22-gauge sheet metal supplied as shields to avoid penetration by drill bits of wires and hoses inside of the vehicle.
4. Bend the RH (passenger side) shield to hold the wires away from the inner wheel well surface as shown in photo 02 and be sure the bottom edge of the shield touches the floor.



- Slide the LH (driver side) shield down between wires and wheel well, then bend it around the water pump as shown in *photo 03* and *close-up 04*.



- After shields are in place, begin drilling **1/8"** **pilot holes** through wheel well areas as shown in *photo 07* on the following page (67 holes per side). Since this procedure is intended merely to reinforce existing spot welds, position of holes are approximate only.

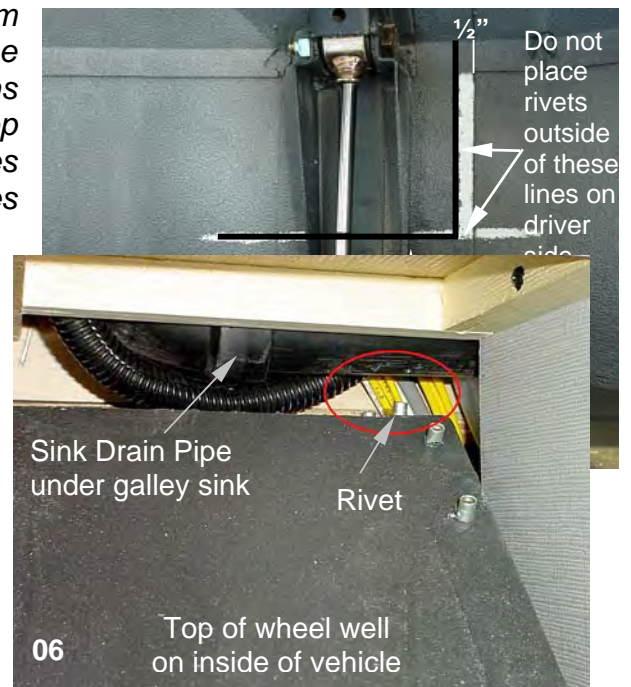
**CAUTION: Avoid drilling through existing spot welds.**

**Important:**

**Driver Side:** Measure  $4\frac{1}{2}$ " up from the bottom edge of the wheel well and  $\frac{1}{2}$ " forward from the rear edge of the shock mount backing plate as indicated by white paint lines in *photo 05*. Keep all drilled holes above and forward of these lines to avoid hitting motor aid water heater lines directly behind the wheel well.

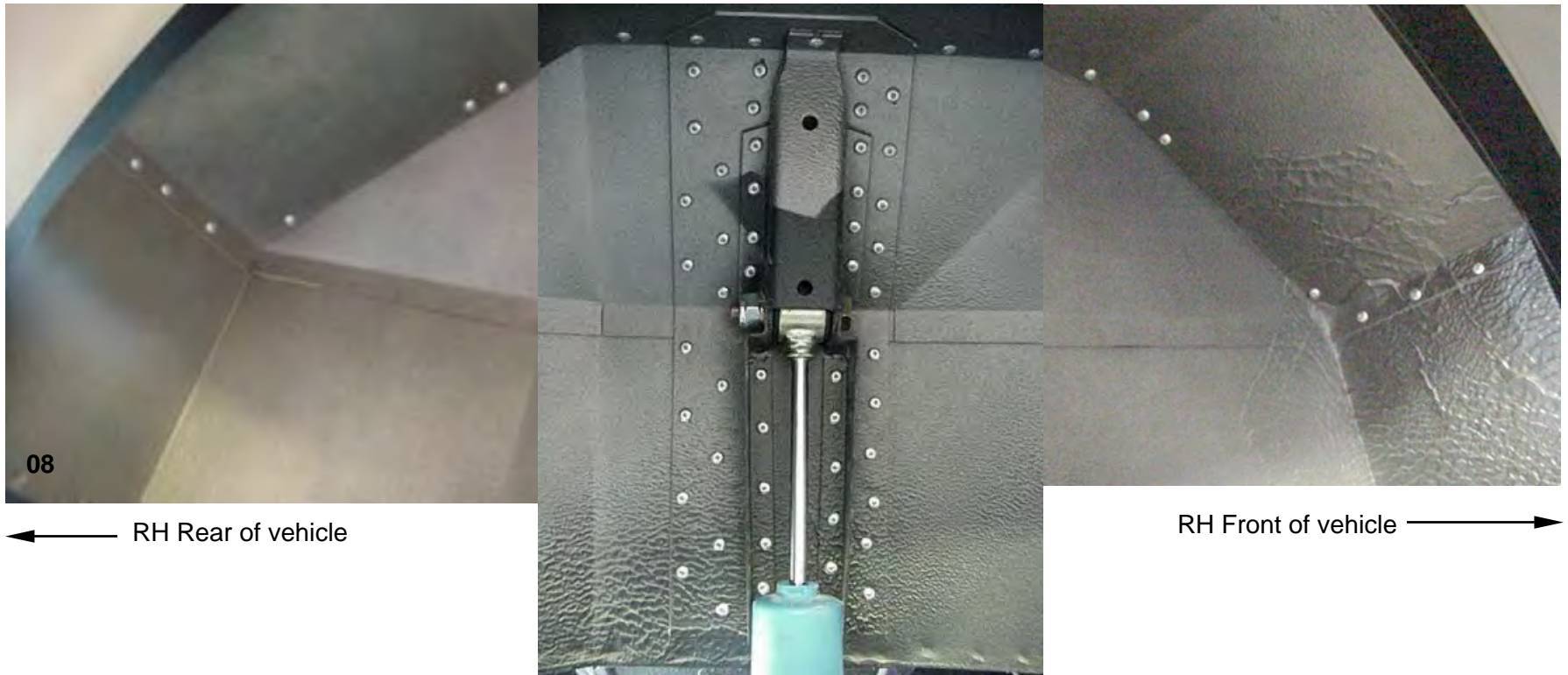
**CAUTION:** Drilling below or aft of the indicated lines may cause coolant leaks in water heater motor aid lines which could lead to engine overheating or failure.

**Important:**



**Passenger Side:** *The sink drain on Rialta QD models is routed directly over the forward portion of the wheel well as shown in photo 06. The distance from the bottom of the drain to the top of the wheel well can vary from ¼” to 1”. Check this area before drilling and avoid placing rivets directly under this drain pipe if closer than ½” to avoid puncture by drill bit or abrasion by rivets.*

7. Enlarge pilot holes with a **13/64”** bit\* to allow 3/16” rivets.  
*\*Note: You can use a common 3/16” bit if you wish, however we found the extra 1/64” clearance of the 13/64” bit made rivet insertion much easier and quicker.*
8. Clean any undercoating or paint around the holes as shown in photo 07.
9. Install 3/16” steel monobolt rivets p/n 087718-01-000 (67 per wheel well- supplied) as shown in photo 08 on the following page.
10. Apply undercoating over the rivets to ensure a complete seal from air, dust or moisture entering the coach.
11. Remove masking material from the shaft and upper shock mount shock and secure the dust boot back up into place at the top of the shaft. Remove the metal shields.
12. Install rear wheels and torque lug bolts to 130 ft. lbs. (min. 120 - 140 max.)



**RH rear wheel well shown** with tire removed and shock dust boot lowered.  
Use all 67 rivets allocated per side to maintain equal shear strength.  
**LH side:** Repeat pattern in mirror image except for lower 4½". Add remaining rivets equally between other rivets on shock mount area  
(See photo 05 and Caution in step 6)