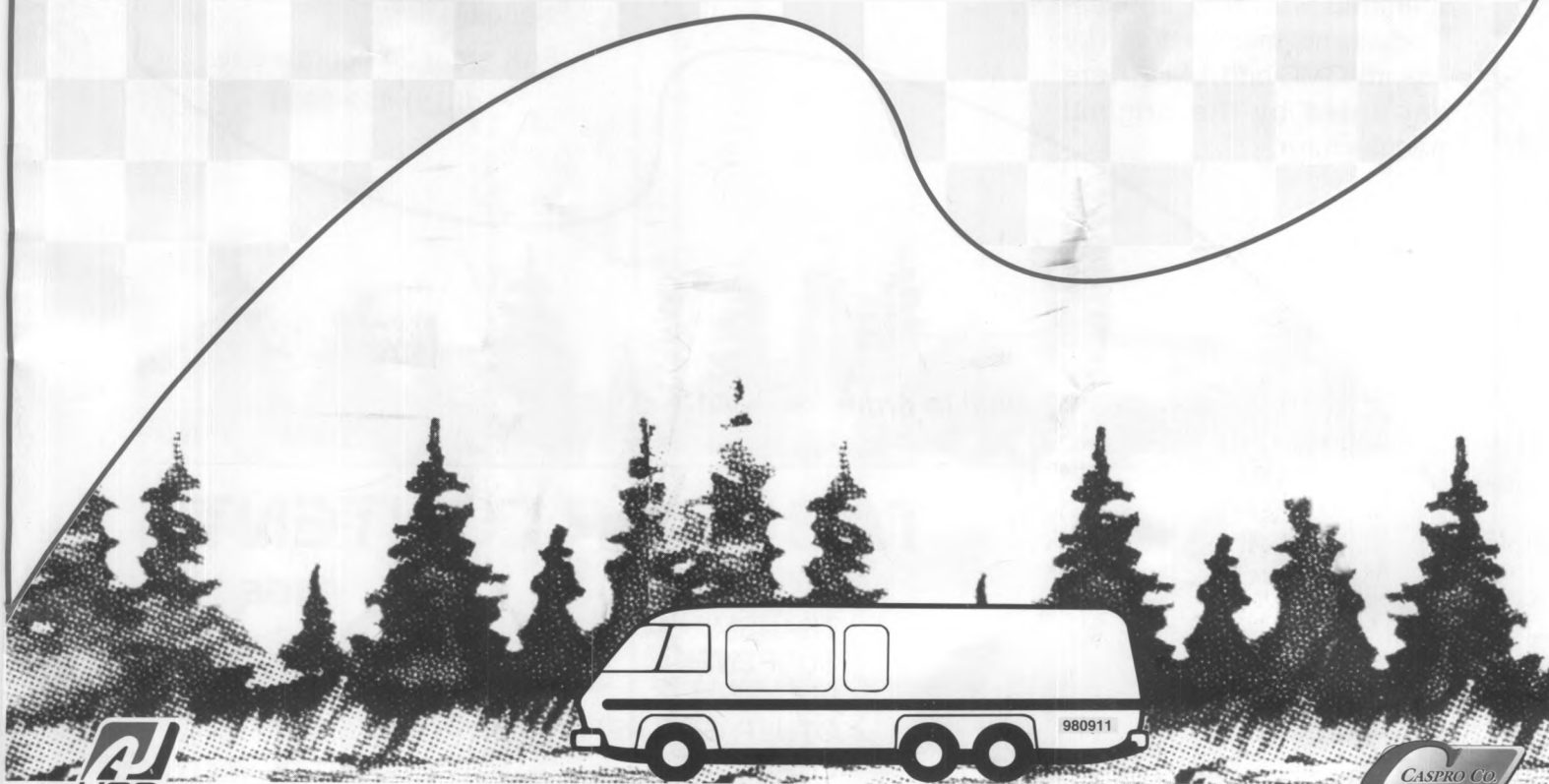


CASPRO-GMC

PERFORMANCE PARTS AND ACCESSORIES

GMC MOTORHOME SPECIALISTS!



ONE STOP ENTHUSIAST SHOP!

AJ-USA, INC.
6620 MIRA MESA BLVD. SAN DIEGO, CA. 92121-4300



GMC MOTORHOME SPECIALISTS!

CASPRO CO.
NOVELTY, OH 44072-0390

IMPORTANT INFORMATION FOR OUR GMC CUSTOMERS

WARRANTY: All items manufactured by Caspro-GMC and AJ-USA are guaranteed to be free from defects in material and workmanship only to the original purchaser. These products will be replaced without charge due to defective material or workmanship. Proof of purchase, vehicle registration, and complete inspection of the part is necessary to determine any defect before warranty replacement can be made. Our liability is limited to the replacement of the part only and does not recognize normal wear, consequential repairs, labor, shipping, or inconvenience. No other expressed, implied, limited, or unlimited warranty applies. Products not manufactured by Caspro-GMC and AJ-USA are warranted by the original manufacturer.

PRICES: Stable and reasonable prices are our goal. If prices change, you will be notified prior to shipment.

PAYMENT: To insure prompt shipment, use VISA, MasterCard, Discover, and American Express. Personal check orders require up to two weeks to process prior to shipping.

SHIPPING: We ship all products via UPS ground service unless otherwise requested. Specialized service including Federal Express is available.

RETURNS: Returns will not be accepted without prior authorization, or after 30 days of invoice date and are subject to a 20% restocking fee.

No returns on electrical or special order items. Shipping on all returns must be prepaid.

DAMAGED GOODS: All merchandise is in good condition when it is shipped. If a shipment is lost or damaged in transit, immediately notify the carrier to file a damage claim. All products are insured for full value. If you require assistance, call our parts department:

(619) 452-8900

HOURS: When ordering by phone from outside the 619 or 760 area codes, use our toll-free number:

(800) 877-1911

from 8 AM to 6 PM Pacific standard time.

FAX order 24 hours a day:

(619) 452-8999



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CASPRO-GMC

GMC MOTORHOME SPECIALISTS!

This 11th edition of our catalog contains:

- **NEW items of interest for all GMC motorhome enthusiasts.**
- **NEW fax-friendly order form.**
- **A TOLL-FREE number for your ordering convenience: (800) 877-1911.**

For those of you who really enjoy your GMC motorhome but wish it were better, we offer products specifically designed to improve its safety, performance, handling, and comfort.

Our Power Drive adds horsepower for superior hill climbing and, with our 3:21 Final Drive, adds up to 20% more torque—plus, it increases transmission life.

All of our chassis components were designed and manufactured specially for 1973-78 GMC motorhomes. These six components, although sold separately, have been developed to work together and improve the quality of your coach to a level substantially above that of the original. The front and rear Stabilizer Bars reduce wander, while our Shock Absorbers improve the control and safety of driving a GMC motorhome. Our Precision Steering Gearbox corrects the lack of response from your steering wheel, and our steering coupling shaft eliminates free play. The steering control prevents side forces acting on the front wheels from being transmitted into the steering.

Each of these components will make a noticeable improvement. Kindly be advised that the benefit of all these refinements working together is additive and therefore greater than the sum of the contributions from each item.

It is important to note that each of these components were developed and tested by a fellow GMC owner with 30+ years of automotive engineering experience, and that through this catalog, you're buying direct at the best possible prices.

*Unique
products,
specially
designed to
improve your
GMC Motorhome*

- *Safety*
- *Performance*
- *Handling*
- *Comfort*



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VISA or MasterCard OK!

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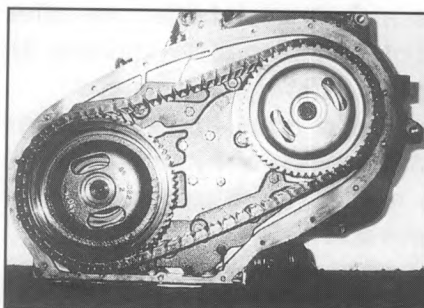


TRANSMISSION & FINAL DRIVE

- POWER DRIVE
- TORQUE CONVERTER
- REPROGRAM KIT
- 3-SPEED TRANSMISSION
- 6-SPEED TRANSMISSION
- ELECTRONIC "FUZZY LOGIC" SHIFT CONTROL
- OIL TEMPERATURE GAUGE
- OIL PAN COOLER
- 3.21/3.07 FINAL DRIVE
- FINAL DRIVE COOLER

POWER DRIVE

Hill Climbing Power—3.50 Ratio



Every GMC owner has at one time wished for more power and hill-climbing ability. Our special Power Drive will really "wake up" your GMC.

By changing the overall gear ratio, a 455 engine is able to develop an additional 35 HP. The gearing advantage contributes an additional 70 lb. ft. of torque to the front wheel drive. (A 403 engine has a gain of 89% of these figures). These improvements are gained from changing the original 3.07 ratio to our specially designed 3.50 ratio. Many owners report an improvement in gas mileage, because the engine is usually running under a lighter accelerator pedal, even though increased power is newly accessible in the 55 to 70 mph cruising range. The transmission runs cooler because of lower average torque converter slip. Those long grades on the Interstates do not erode average speeds, and your GMC feels like it has a new lease on life.

If all this sounds too good to be true, call for further details, or talk to an owner who has installed these gears. An enthusiastic response is universal.

"There is no easier, quicker, or less expensive way to gain so much."

Installation of this complete sub-assembly is relatively simple, and the speedometer accuracy is not changed. Once the transmission is removed, the special power drive can be installed in less than an hour — the complete project is about a one-day job for two persons.

ITEM # 019.0.01

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TORQUE CONVERTER



All torque converters are not the same. Although they look identical, they vary greatly in performance characteristics and in strength. For a GMC, the correct torque

converter is vital for proper transmission and engine longevity, as well as for performance. When a transmission is rebuilt, a new torque converter should be installed. Incredible as it may seem, it is common for many replacement converters to expand, ("balloon") under heavy load. This occurs because their weak housing expands from internal oil pressure, which eventually causes expensive engine crankshaft failure. So-called heavy duty "RV" and "Allison" torque converters have incorrect stall speed specifications for a GMC, which will diminish performance on hills, and from a standing start. Our torque converter is specially made only for the GMC motorhome. It features:

- internal modifications to obtain the optimum stall speed of 2100 rpm
- Furnace-brazed fins increase strength and longevity (original is only crimped)
- Needle thrust bearing instead of original bronze bearing
- Reinforced housing to prevent "ballooning"
- Dynamically balanced converter assembly
- 3-lug drive to match original GMC installation

This converter is specially manufactured to our specifications. It is included in all our rebuilt transmissions.

ITEM # GMC-023-1I6 (3-SPEED) 2.0 MAX TORQUE MULTIPLICATION
ITEM # GMC-023-2I6 (6-SPEED) 2.5 MAX TORQUE MULTIPLICATION

REPROGRAM KIT

Your GMC automatic transmission operates and shifts in the same manner as most GM passenger cars. However, this is not appropriate for a vehicle weighing 14,000 lbs. (Have you ever weighed your GMC when it is loaded with gas, water, and all your belongings?)

Our Kit reprograms the valve body or "brain" of the transmission to permit selecting:

1. Fully automatic operation with no unwanted upshifts, or "hunting back and forth" between gears.
2. Upshifts from 1st to 2nd, and 2nd to 3rd, manually controlled at will.
3. Downshifts from 3rd to 2nd, and 2nd to 1st, manually controlled at will and maintained.
4. More positive shifting, with less heat and wear in the transmission.
5. Improved performance climbing and braking on hills.

Our Kit is specifically tailored to the requirements of a GMC motorhome, and has been extensively tested. Installation requires the removal of the transmission oil pan, and may be accomplished in about three hours by a careful mechanic, not necessarily experienced with automatic transmissions. Instructions with photos and details for optimum performance are provided.

Note: It is recommended that installation of our Oil Cooling Pan be made at this time, as the removal of the old pan will have been already done!

ITEM # OII.2.02

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3-SPEED AUTOMATIC TRANSMISSION

This transmission is a vast improvement over the original equipment GMC unit in terms of performance and longevity. It incorporates our specially strengthened Torque Converter, a Power Drive (3.50 ratio), a modified valve body with all shift points reprogrammed, and an aluminum oil pan with 1 qt. extra capacity. It is a fully rebuilt unit with wearing drive parts, seals, and friction components replaced. It will run cooler, provides a big performance increase, and is more durable than the original TH-425 transmission. It will fulfill the needs and exceed the expectations of most owners, at a very reasonable cost. This is the unit of choice for 95% of our customers. The combination of this transmission with our 3.21 final drive assembly, gives exceptional performance. Unless towing, an auxiliary oil cooler is not required.

Caspro transmissions are completely assembled, ready for installation. They are sold only on an exchange basis, and guaranteed for 12 months or 24,000 miles (whichever comes first) from date of invoice. Our warranty covers only the assembly, as shipped; it does not compensate for subsequently installed accessories, installation labor costs, damage from abuse, contamination, modification, improper or insufficient oil, or overheating caused by inadequate / defective cooling systems. All warranty repairs must be completed by Caspro / AJ-USA, Inc. Positively no warranty compensation is made for unauthorized or third party repairs. Shipping costs vary with distance and type of service requested. Two special freight services to most locations in the USA are offered: (1) - Common carrier (truck), at discounted rates, and (2) - Air freight at a super-discount (max. 4 days to almost any US location).

ITEM # 999.I.02



6-SPEED AUTOMATIC TRANSMISSION

This unique modified transmission is the absolute state-of-the-art for a GMC. It incorporates our special 2-speed Torque Converter, which enables this transmission to have a lower than normal 1st speed, a normal 1st speed, a lower than normal 2nd speed, a higher than normal 2nd speed, a lower than normal 3rd ("high gear") speed, and a higher than normal high speed. This unit includes all our transmission refinements (listed in this catalog), including our special electronic fuzzy logic control which manages all of the above speeds for improved fully automatic performance, as well as additional manual control over the 6 available speeds. The valve body is modified so that all shift points are reprogrammed, a Power Drive (3.5 ratio) is built in, and an aluminum oil pan with 1 qt. extra capacity is fitted.

The combination of this transmission with our 3.21 final drive assembly provides optimum performance and economy. An auxiliary oil cooler and an oil temperature gauge must additionally be installed (not included) when using this transmission.

(Continued on next page)

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However, please be advised that our 3-speed transmission with many similarly refined components will provide about 85% of the advantages of this unit, for substantially less cost.

Caspro transmissions are completely assembled, ready for installation. They are sold only on an exchange basis; 3-speed transmissions are accepted as cores. Warranty terms are the same as for our 3-speed transmission.

Shipping costs vary with distance and type of service requested. Two special freight services to most locations in the USA are offered: (1) - Common carrier (truck), at discounted rates, and (2) - Air freight at a super-discount (max. 4 days to almost any US location).

ITEM # 999.1.00

ELECTRONIC "FUZZY LOGIC" SHIFT CONTROL

Current production vehicles have electronic as well as hydraulic controls in their automatic transmissions. To upgrade the GMC TH-425 transmission for more contemporary technology, we have designed and manufactured an electronic control with a computer IC chip. It is programmed to seamlessly and transparently integrate the benefits of a 2-speed torque converter into a 3-speed transmission, thereby providing a total of 6 speeds. No action on the part of the driver is required to constantly obtain optimum utilization. The vehicle operation becomes noticeably smoother and more responsive by fully utilizing its variable-pitch torque converter. This solid-state electronic controller allows the torque converter to work, while monitoring the transmission constantly, thus providing additional torque and smoother application of power that was previously unknown. When the vehicle starts from a standstill, the transmission will be in the lowest gear (hi-stall) mode, providing the maximum (2.5x) starting torque. If braked during normal driving the transmission will smoothly shift from low-stall to hi-stall to

facilitate acceleration. If the throttle is nearly fully open, the hi-stall is smoothly accessed for climbing hills, etc. Electronic timers limit the time (in seconds) that the transmission will remain in hi-stall to prevent overheating the transmission, and will then automatically shift up to low-stall for efficient cruising. Although intended to be completely automatic in operation, there is provision to manually override the automatic features. However, the driver must then monitor the transmission temperature to prevent damage. This control is included in all current Caspro 6-speed transmissions, and is available for upgrading our earlier production transmissions. Installation requires simple wiring; detailed instructions are included.

**ITEM # 999.1.01
(6-SPD. ONLY)**

OIL TEMPERATURE GAUGE

This gauge precisely monitors the oil temperature in your automatic transmission or final drive. High oil temperatures are the leading cause of transmission failure. This important gauge lets you know when oil temperatures are critical. It has solid state circuitry, a highly legible analog face and a 24-month limited warranty. Easy to install, sending unit and instructions are included.

ITEM # 999.0.93



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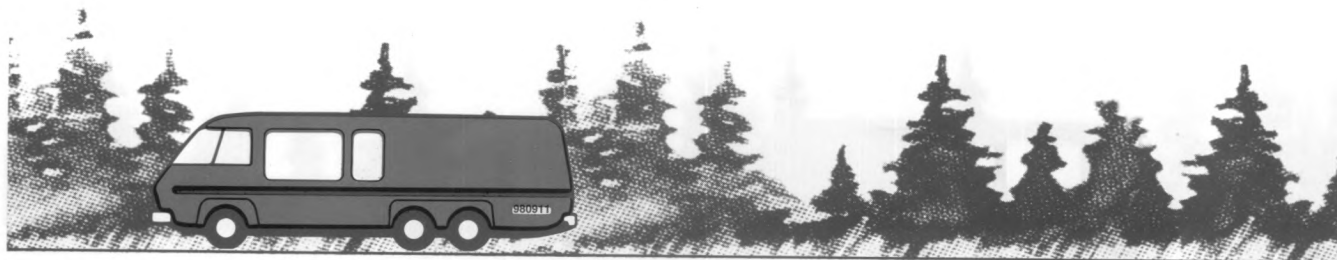
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OIL PAN COOLER



All automatic transmissions need an oil cooler; your GMC has a small one in the side of the radiator. In hot weather, hilly driving, and/or towing, it has insufficient capacity. Additional oil cooling greatly extends transmission life, saving costly repairs.

There are numerous air-to-oil auxiliary radiator coolers available, and they are worthwhile. However, a simpler means of gaining additional cooling is by installing our aluminum oil pan. There are no external

oil lines to rupture. Installation is easy — just unbolt the original pan, and install the new one.

Specially made for a GMC motorhome, this pan has both internal and external cooling fins. It is made of aluminum to dissipate the heat. It has a drain plug and a threaded temperature pickup hole (neither are in the original steel pan), and it holds an extra quart of oil. It needs no gasket and is supplied with installation instructions, special sealant, new bolts, and washers.

Experience has proven that this oil pan reduces the oil temperature 30 to 50 degrees F. This is a simple and very effective modification. If your transmission dipstick oil is brownish in color (bright red is normal), it means the oil temperature was too high, and that the oil has deteriorated. Ideally, oil pan temperature should be 125 to 200 degrees F. This allows for a safe operating temperature rise through the transmission of about 60 degrees. Brown oil means your temperature has reached 280 to 300 degrees, which wears out transmissions quickly.

Oil is cheaper than metal — KEEP IT COOL!

Note: The installation of our Transmission Kit is highly recommended at this time, because the oil pan is already removed.

ITEM # 009.2.04

Always refill transmission to just below the "add oil" mark on the dipstick. It should never be "full" when cold.

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3.21/3.07 FINAL DRIVE

3.21 Final Drive

Convert to 3.66 Ratio

The Final Drive is the complete differential housing with internal gears, which drive the front axles on the GMC. Originally, this is a 3.07/1 ratio. If our Power Drive is installed in the transmission, the 3.07 ratio becomes 3.50, for greatly improved performance.

It is possible to replace the complete 3.07 assembly with a complete 3.21 assembly, thus gaining an additional 5% torque multiplication. With our Power Drive installed in the transmission, the 3.21 ratio becomes 3.66, for a 20% improvement.

This is the ideal ratio for maximum performance and hill climbing, and enables a stock 455 engine to produce an extra 60 HP at 65 mph.

Available only on an exchange basis, we offer a rebuilt **3.21 Final Drive Assembly**. This includes the complete gear housing with the differential gear assembly, a special right stub shaft with rebuilt bearing support, and special mounting brackets.

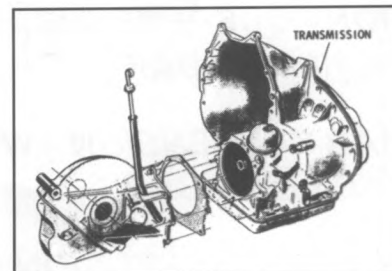
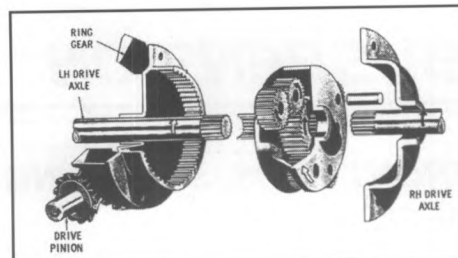
It is **not** recommended that the 3.21 Final Drive be installed alone. The performance gain becomes relatively smaller than it is with the Power Drive. This is because the engine would not have the benefit of operating near its torque peak. The total installation costs are greatly reduced when both are done at the same time.

ITEM # 020.0.00

3.07 Final Drive

This unit is rebuilt to GMC original equipment specifications. A right stub shaft with rebuilt bearing support is included. The unit is the most economical repair for a failed final drive.

ITEM # 020.1.00



FINAL DRIVE COOLER

This finned aluminum cover lowers temperature, holds extra oil, has a drain plug, has a provision for temperature pickup, and it seals without a gasket. Two versions available:

ITEM # 022.2.04
FOR 8-BOLT/3.21 CASE

ITEM # 022.1.04
FOR 10-BOLT/3.07 CASE

Complete with bolts, sealant, and instructions.



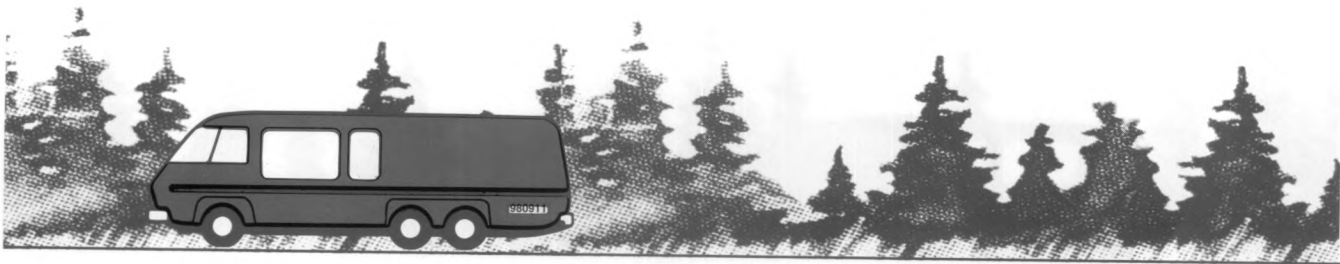
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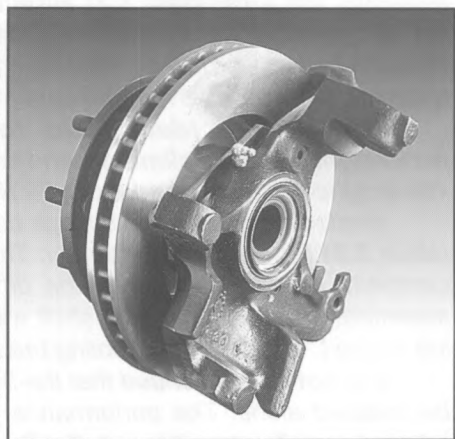
SUSPENSION

- **FRONT HUBS, 3-BEARING DESIGN**
- **SHOCK ABSORBERS**
- **FRONT SUSPENSION STABILIZER BAR**
- **REAR SUSPENSION TWIN STABILIZER BARS**
- **CASPRO SUSPENSION KIT**
- **PRECISION STEERING GEARBOX**
- **STEERING COUPLING SHAFT**
- **STEERING CONTROL**

FRONT HUBS, 3-BEARING DESIGN

The front wheel bearings and front hub assembly are the weakest components in a GMC Motorhome. Sooner or later, they all fail, usually at about 35,000 miles. This is because the hub assembly was originally designed for a Toronado passenger car, which weighed about 4,500 lbs. In the motorhome, it is constantly overloaded, which results in short life and expensive repair, often under inopportune conditions. To lubricate or service the original hubs, they must be pressed apart, which requires special tools and equipment.

Our hub assembly has been modified to include a large 3rd ball bearing in addition to the original two tapered roller bearings (the original only had two closely spaced bearings).



The third bearing is spaced away, thus improving the design and increasing the load capacity. In addition, provision for grease gun lubrication has been added, which greatly simplifies and lowers maintenance costs. Service life is no longer a problem, and they are rebuildable.

These two hubs (left and right) are shipped fully assembled, complete with brake rotors. To install, simply disconnect the upper and lower ball joints, and the outer tie rod. It is **not** necessary to disconnect the brakes.

Sold only on an exchange basis; detailed instructions are included.

ITEM # 024.1.17 3-BEARING HUBS (1 PAIR)

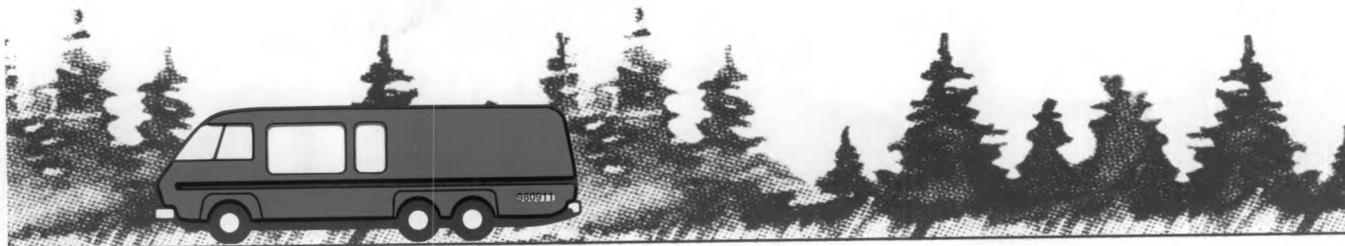
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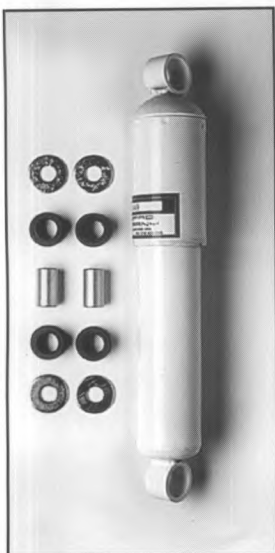
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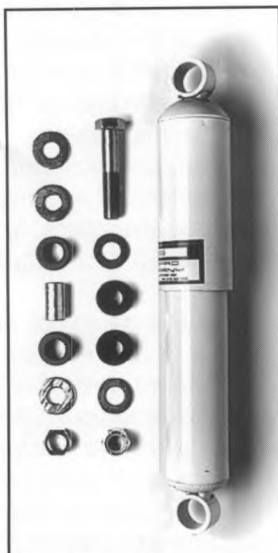
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SHOCK ABSORBERS



Front



Rear

Very good shock absorbers are an absolute necessity on all six wheels of a GMC. The original equipment shocks provide only fair control when new, and have a very short life. Several replacements are available which give similar performance, with perhaps longer life. Generally, they are manufactured to have approximately the same ride characteristics as the original equipment shock absorber they replace. It has become an accepted fact that substantially different shocks from the originals will significantly improve the comfort and safe driving of a GMC. On smooth or rough roads, good shocks aid in controlling the vehicle by minimizing excessive suspension movement.

From our GMC experience gained during the past several years, we concluded it was possible to design and manufacture a much better shock absorber in terms of performance, comfort, durability, and price. After two years of development and testing, we are

confident that we have developed the best shock absorber ever made for a GMC motorhome, and the cost is reasonable. Our shocks are physically much stronger, give a better ride than any previous design, and have very definite safety benefits in terms of high-way stability.

It is important to understand that the GMC rear suspension is unique. When most vehicles hit a bump, the shock compresses — on a GMC, the shock extends! Accordingly, its specifications are very special. The rear suspension has almost no inherent friction damping, because of its air suspension. Therefore, rear shocks are unusually important for vehicle stability, ride, and tire wear considerations.

The front suspension is equally important. For smooth, controllable steering, the wheels must be kept "on the ground" (no bouncing), without sacrificing a comfortable ride.

It is important to recognize that all components of a suspension system must work in harmony, for optimum results. Therefore, when used with our front and rear stabilizer bars, these shocks give the perfect compromise between comfort and control. Improved vehicle **control** is the main purpose of shock absorbers. Marginally controllable vehicles **are not safe**, especially under the typical adverse conditions of uneven road surfaces, and when passing trucks.

FRONT (2 REQUIRED)	ITEM # 001.3.15
REAR (4 REQUIRED)	ITEM # 002.3.15
SET OF 6	ITEM # 002.3.00

For best results, always replace all shocks — not just front or rear.

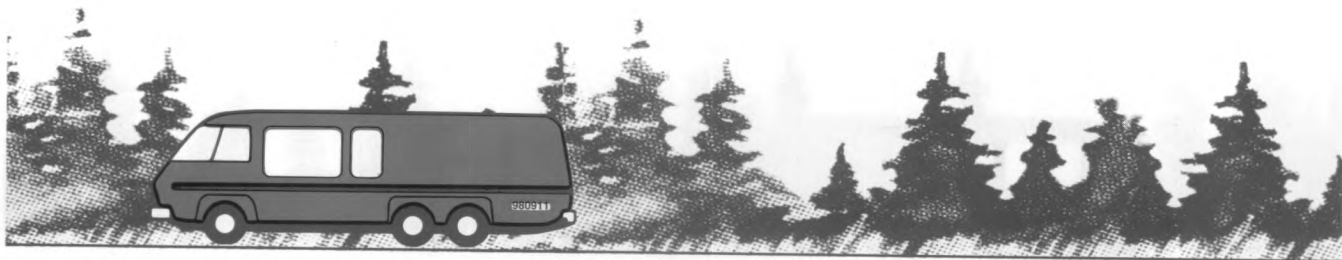
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Steering Stability

Your GMC can smoothly travel and responsively steer on the highway without wander. Assuming that the wheels are properly aligned and the steering relay and idler arms are not excessively worn, your GMC can have steering sensitivity, stability, and handling comparable to a good automobile.

This is possible by making the following six basic refinements to the original chassis, which have been developed specifically for a GMC.

#1 FRONT SUSPENSION STABILIZER BAR

A stabilizer bar is a component of the original front suspension of all GMC motorhomes. Its purpose is to control and minimize the side-to-side sway of the vehicle when passing other vehicles or traversing uneven areas of pavement.

From experience gained on other vehicles, and by experimentation with the GMC chassis, our stabilizer bar has been specially designed. It replaces the original equipment unit, and greatly improves the driving stability of these motorhomes. This is accomplished by increasing the stabilizer torsional spring rate, which reduces body roll and the tendency of the vehicle to swerve in the direction of a depression in the highway. All chassis mounts and bushings are strengthened. The spring rate functions primarily when one front wheel moves vertically relative to the other front wheel,

and thus supplies a leveling force to the chassis. It is not detrimental to the ride or comfort of your motorhome.

All components are made of the highest quality materials and protected to resist corrosion. Detailed instructions enable anyone familiar with basic mechanics and common hand tools (socket and box wrenches), to make the installation in about two hours.

For a minimum amount of work, a very noticeable improvement in highway stability is made to your GMC. For those persons technically inclined, our stabilizer is a simplified configuration and substantially improved over the original design. The torsional strength (spring rate) of a steel bar is proportional to the 4th power of its diameter. Our unique $1\frac{3}{8}$ " bar is hollow, the original is $1\frac{1}{16}$ " solid. This yields a stiffness ratio of 2.4, with lighter weight. As a matter of interest, the generally regarded "recent invention" of torsion bar suspension was patented on August 10, 1931, by Professor Ferdinand Porsche, and subsequently used worldwide.

ITEM # 005.2.10



Stabilizer Bar



Hardware Kit

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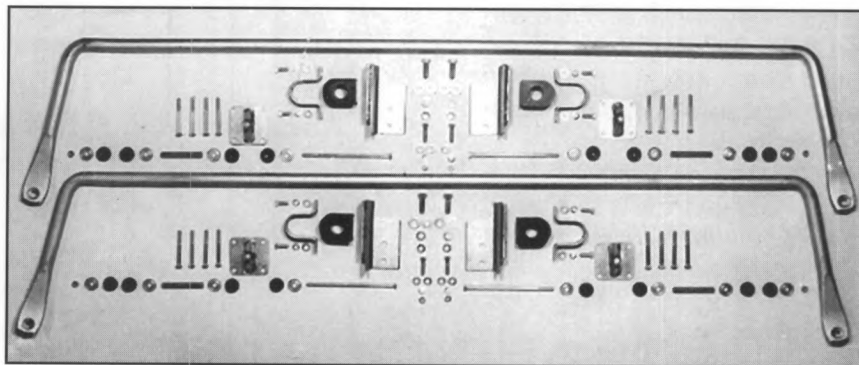
#2 REAR SUSPENSION TWIN STABILIZER BARS

GMC motorhomes did not originally have any provision for stabilizing the rear suspension. **This is a very significant deficiency.**

Our twin rear stabilizer bars refine and enhance the original chassis design, and greatly improve the driving stability of a GMC. If you have installed our front stabilizer, you can attest to its benefits. However, if you install both the front and rear units, the results are additive — to the degree that the net result is greater than the sum of the individual improvements! This is not an overstatement, and must be experienced to be believed. The comfort and steady, secure driving composure of the vehicle becomes incredibly good. Lane changes on uneven pavement are as effortless as in a car; grooved highways and passing trucks are no longer a traumatic experience. From a safety viewpoint, in terms of road shoulder and emergency avoidance maneuvers, the GMC is vastly improved and predictable. Self-leveling and campground leveling are not compromised.

In this kit are many special parts, all designed specifically for the GMC. The installation of these twin stabilizers is not difficult, and very detailed instructions are provided. It requires drilling two holes; all other operations are bolt-on procedures. Installation time is 4 to 5 hours.

ITEM # 018.2.10 (SET OF 2)



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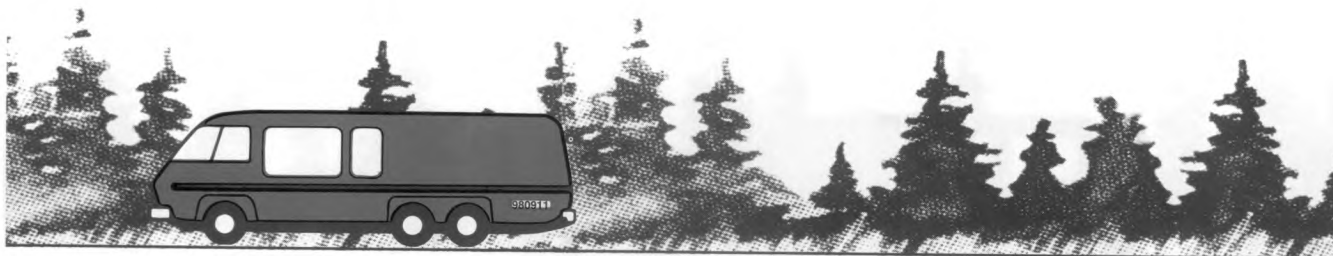
#3 CASPRO SUSPENSION KIT

What every GMC needs!

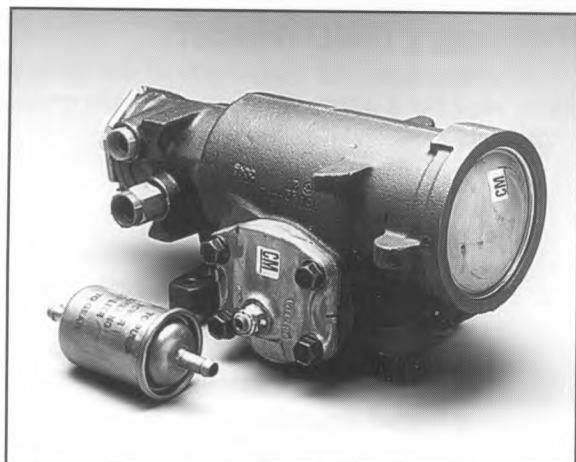
To encourage your installation of our complete system, we offer a discount on the purchase of all six components.

1. FRONT STABILIZER BAR KIT
— improves directional stability
2. TWIN REAR STABILIZER BAR KIT
— reduces lane wander
3. SET OF SIX SHOCK ABSORBERS
— stronger, smoother, GMC exclusive!
4. PRECISION STEERING GEARBOX
— better response, new technology
5. STEERING COUPLING SHAFT
— more precise, weatherproof
6. STEERING CONTROL
— resists side forces

ITEM # 010.3.00



#4 PRECISION STEERING GEARBOX



This vital unit is deceptively complex, and is the heart of the steering system. It seldom totally fails, but gradually develops wear, which causes a GMC to be unresponsive to its steering wheel. This is a common complaint, perceived as road wander by the driver.

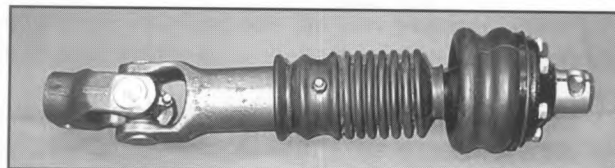
After several years' experience rebuilding and modifying these units, it was concluded that an internal design change was the only way to achieve positive and relaxed steering with minimal free play, comparable to a contemporary automobile.

We now offer a complete steering gearbox assembly with all new internal components and a replaceable micronic filter to protect the hydraulic system. It incorporates recent superior technology that was not available when your GMC was built. This provides greatly improved highway control, with less fatigue because of reduced steering wheel motion and safer emergency handling. It retains the comfortable road feel of the original system.

Detailed instructions facilitate installation and the correction of common alignment errors in less than 2 hours. No chassis modification required. It is a bolt-in assembly.

ITEM # 003.2.14

#5 STEERING COUPLING SHAFT



This often neglected component is the link between the steering wheel and the steering gearbox. It compensates for length and angularity changes whenever the steering wheel is moved and/or the vehicle hits a bump in the road. A very small amount of wear in this unit causes steering wheel play and contributes to wander on the highway.

This shaft is an assembly of three components: a constant velocity joint, a splined slip joint, and a universal joint — all of which accumulate varying degrees of wear. Superior to the original, it has:

1. Close-tolerance CV joint
2. Improved shaft seals
3. Full protection by special rubber boot

It is easy to remove your old worn shaft assembly from your GMC. Our unit has **better than original** tolerances and improved design features which greatly increase its life.

Sold only on an exchange basis.

ITEM # 004.1.03

Both units above (#4 and #5) are usually needed to correct loose, worn steering.

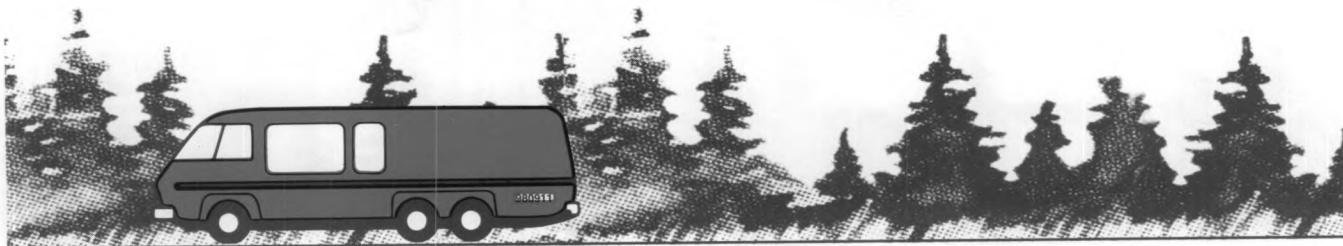
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#6 STEERING CONTROL

All GMC motorhome chassis were fitted with a small hydraulic steering damper (horizontal shock absorber) acting on the transverse steering rod. It minimally reduced the road shock transmitted through the steering mechanism to the steering wheel.

The concept of that device has been refined, greatly increased in capacity and, most importantly, enhanced by incorporating a strong, self-centering force inside the unit. The result is that external side forces acting on the front wheels, which tend to "push" the vehicle out of its intended direction, are strongly resisted and damped before they reach the steering wheel. These forces (caused by road irregularities) and the resulting slight steering linkage movements are "corrected" by the self-centering forces from within this control unit.

This basic unit is often specified for school bus applications because of its safety benefits. **In the event of a front tire failure, the vehicle may easily be controlled while braking to a safe stop.**

We have designed an assembly configuration with special mounting brackets to integrate this unit into the GMC chassis to improve steering control. This is a substantially different installation from competitive offerings because it does **not** operate indirectly through the three points of the GMC linkage. Our unit is mounted behind the front crossmember in a protected location and is **directly** connected to the steering, before the steering gearbox and drag link. It is maintenance free.



Installation of this steering control requires removal of the original unit and mounting brackets, bolting on our special brackets with the new unit, and then making a simple adjustment. Detailed installation instructions are included with the kit. Hand tools only are required for installation, in 1 to 2 hours.

This is a relatively compact, sophisticated unit which gives a very noticeable improvement in highway road manners at all speeds. Along with significant safety benefits, this unit is the final touch which gives secure, steady steering to a degree not generally thought to be obtainable.

ITEM # 006.0.05

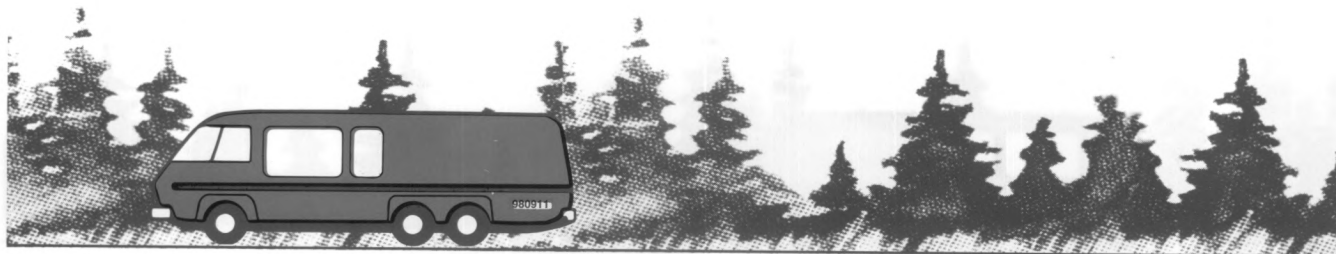
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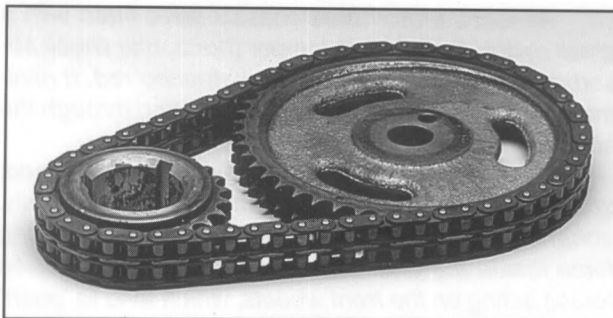
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ENGINE

- **TIMING CHAIN AND GEARS**
- **CAMSHAFT AND LIFTERS**
- **WATER PUMP**
- **PRESSURE BALANCED THERMOSTAT**
- **ELECTRIC FUEL PUMP**
- **GMC 455 REBUILT ENGINE PROGRAM**
- **REMANUFACTURED QUADRAJET CARBURETOR**
- **REMANUFACTURED IGNITION DISTRIBUTOR**
- **KOOLSOX SPARK PLUG WIRE PROTECTORS**
- **ENGINE KNOCK ELIMINATOR**

TIMING CHAIN AND GEARS



This premium True Roller timing set features oversize .250-inch diameter rollers that actually roll as they enter and exit the sprocket teeth minimizing wear and friction. The gears are made of SAE-1144 heat-treated steel for extra long life.

This design holds timing accuracy far longer than all others. For all 403 and 455 cu. in. engines.

ITEM # 999.0.01

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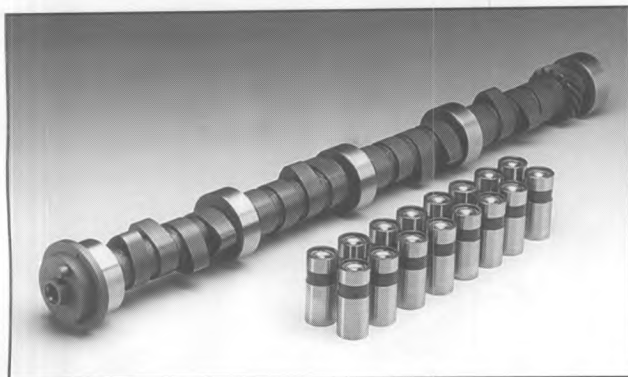
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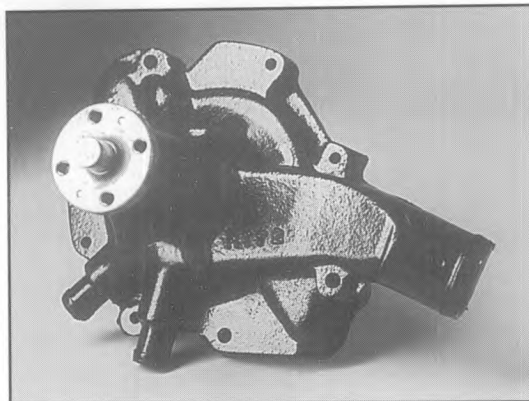
CAMSHAFT AND LIFTERS



Specially designed exclusively for the GMC Motorhome, this new, not reground, camshaft increases low-speed engine torque from 1500 to 3500 RPM. A GMC engine normally cruises in the 2000-3000 RPM range. The matched hydraulic lifters, sold as a set of 16, are precision machined to maintain precise, quiet, valve timing under all operating conditions. These lifters feature longer than stock internal pistons or plungers which increase the bearing surface, resulting in longer lifter life. We recommend the installation of the above True Roller Timing Chain and Gear set when installing the Camshaft and Lifter set. This kit comes complete with special cam installation lubricant and instructions.

ITEM # 999.0.77

WATER PUMP



Exclusively offered for the Oldsmobile 455 cu. in. engine, this special Water Pump will restore your engine circulation capacity to its original (new) condition. The CASPRO-designed Water Pump employs a 4.25" impeller, premium bearing, shaft and seal assembly. Each Water Pump is hand assembled to exacting specifications, with special attention paid to the critical impeller tolerances. The housing is ground flat and the shaft flange is also ground to insure that the fan pulley does not wobble.

Generic "parts store" water pumps are primarily for use in passenger cars. All pumps may look similar to an original GMC pump, but upon close inspection they are very different. Unfortunately, through the years, many GMC Motorhomes have had inferior pumps installed, sometimes with devastating results. Our Water Pump is a direct replacement, requiring no modifications to install. We recommend at the time of Water Pump replacement a complete cooling system flush, fresh coolant and antirust additive, a pressure balanced thermostat and replacement of all fan belts and radiator hoses as preventive maintenance. CASPRO Water Pumps are sold on an exchange basis only.

ITEM # 026.1.19

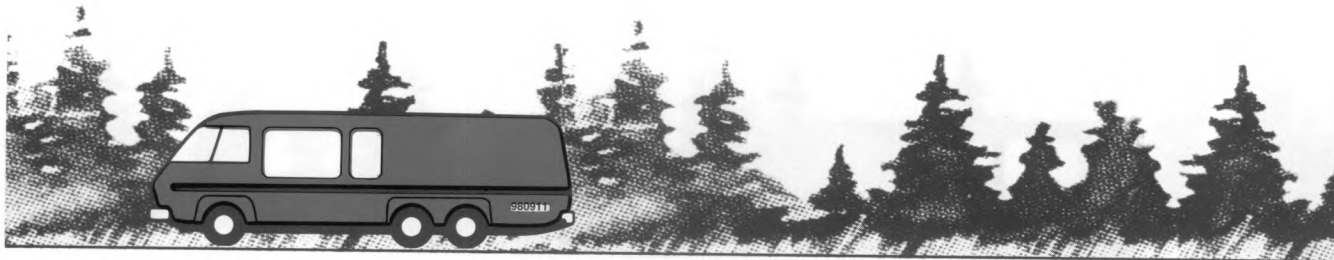
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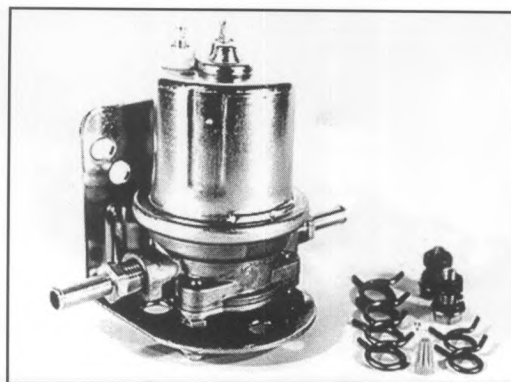
PRESSURE BALANCED THERMOSTAT



This Robert-Shaw HI-FLOW Thermostat features a large 1-1/2" orifice which increases coolant flow to the radiator. The pressure balanced poppet valve located inside the thermostat opens smoothly with varying coolant flow. This extra performance thermostat is unaffected by water pump pressure changes and produces a fast temperature response. It has all brass and copper construction and is easy to install. For all 455 and 403 cu. in. engines (195°).

ITEM # 027.0.20

ELECTRIC FUEL PUMP



An electric fuel pump is a very desirable addition to the fuel system in any motorhome. For the normal (carburetor) engine, an electric pump positioned near the fuel tanks pressurizes the entire fuel line, thus minimizing the possibility of vapor lock which often occurs in hot weather and/or altitudes above 4000 feet.

For fuel injection, this pump should **definitely** be installed near the tanks as a pre-pump.

This reliable high-capacity pump is particularly well-suited to the GMC. It has very good self-priming ability, a built-in fuel bypass, and a low (4 amp) current draw.

ITEM # 017.1.07

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GMC 455 REBUILT ENGINE PROGRAM

NEW! A rebuilt GMC 455 engine that expands the limits of performance and reliability. Our engines incorporate components that exceed original equipment specifications:

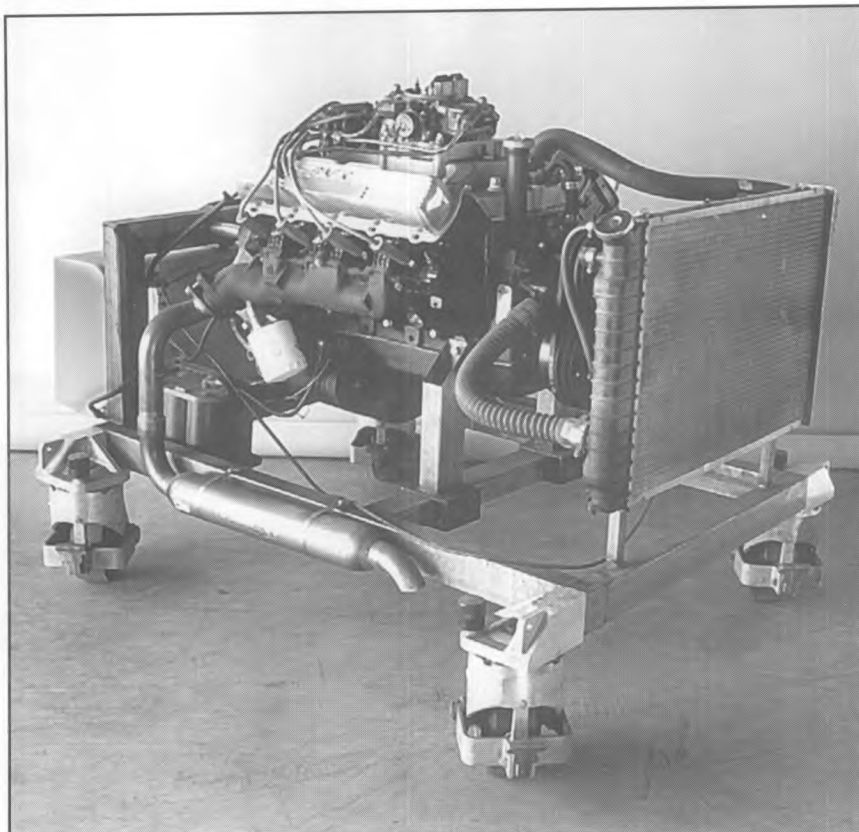
Forged Pistons, True Roller timing gears and chain, Caspro specification camshaft, aluminum intake manifold, stainless steel intake and exhaust valves, hardened valve seats, large oil pump, etc.

All of our Caspro 455 cu. in. engines are test run for 60 minutes, minimum. During this test ignition timing is set; the engine is checked for water and oil leaks, proper oil pressure and operation. In addition, cylinder heads, intake manifolds, and oil pan are retorqued.

Engines are shipped completely assembled, less exhaust manifolds, air cleaner, power steering pump, A/C compressor, alternator, and all brackets. Call for a complete Engine Specification sheet that lists all rebuilding operations and components.

Our shipping crate is reusable and provides an easy means of returning your engine core. Engines are sold only on an exchange basis; engine cores must be returned within 45 days to receive core refund. All cores are thoroughly checked prior to refund. Refund is reduced for structurally damaged crankshaft, block, cylinder heads, or non-return of shipping crate.

Each engine is guaranteed for 12 months or 24,000 miles (whichever comes first) from date of invoice. The warranty covers only the engine assembly, as shipped; it does not include subsequently installed accessories, any installation costs, damage from abuse, inadequate oil, overheating caused by inadequate/defective cooling systems, or frozen coolant. All warranty repairs must be made by Caspro/ AJ-USA, Inc. Positively no warranty compensation is made for unauthorized or third party repairs. It is recommended that the original mechanical pump is not used additionally with any electric pump.



ITEM # 999.2.00

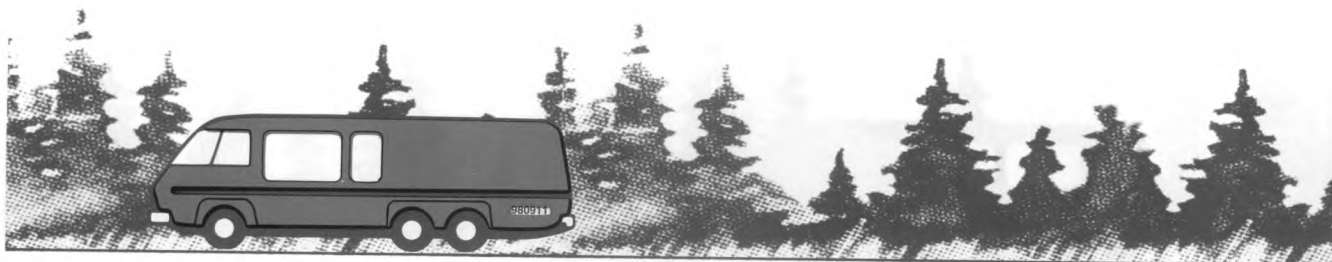
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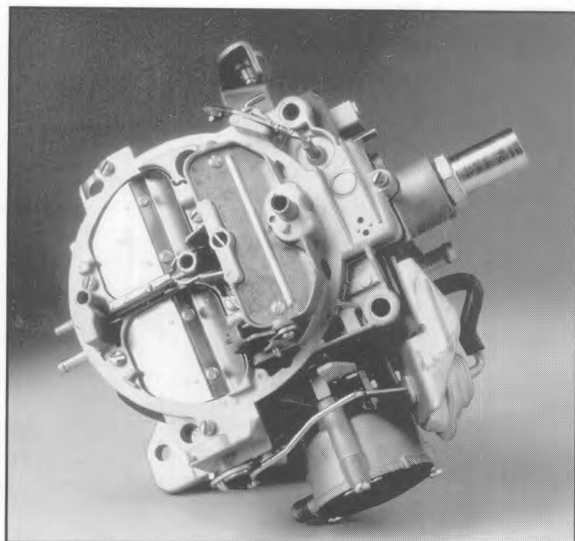
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REMANUFACTURED QUADRA-JET CARBURETOR



The original Quadra-Jet Carburetor used on all GMC Motorhomes generally does an effective job. Often on high mileage coaches, the Quadra-Jet Carburetor becomes the weak link in the fuel system. Leaking, hard starting, rough running and poor fuel economy are common symptoms of a failing carburetor. Our factory remanufactured carburetors are flow tested and meet or exceed all original specifications. These carburetors are a true bolt-on installation with correct linkage and fittings. Sold on an exchange basis.

455 CU. IN. ENGINE, ITEM # 028.0.21

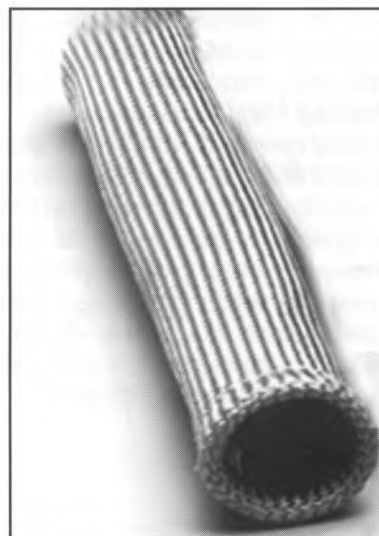
403 CU. IN. ENGINE, ITEM # 028.1.21

KOOLSOX SPARK PLUG WIRE PROTECTORS



KoolSox are an impressive new double layered fiberglass sock designed to add extra insulation to exposed spark plug boots and wires. KoolSox protect potential burn areas. The sock withstands the burn instead of the wire so no misfire occurs. Soft, very flexible, easy to handle and install, they greatly increase the life of the spark plug wires. Sold as set of 8.

ITEM # 030.0.23



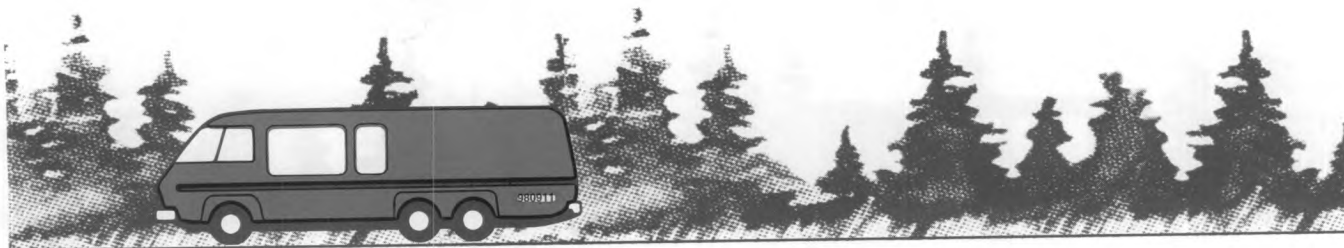
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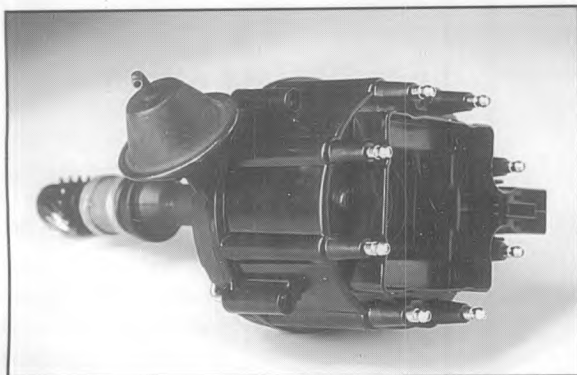
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REMANUFACTURED IGNITION DISTRIBUTOR



Accurate timing at all RPM ranges insures proper engine operation and performance. Our Ignition Distributors are remanufactured from stock distributor cores that have been disassembled, thoroughly cleaned and inspected. All distributors are fully reconditioned and equipped with new bushings, vacuum advance unit, control module / magnetic pickup and HI-dielectric cap and rotor. On point type systems heavy duty ignition points and condenser are installed. All distributors are tested for proper operation and advance curve.

HEI MAGNETIC PICKUP, ITEM # 029.0.22
POINT TYPE, CONVENTIONAL, ITEM # 029.1.22

ENGINE KNOCK ELIMINATOR



Con-
temporary
state-of-
the-art igni-
tion sys-
tems on
the best
current
production
automotive
engines
provide
electronic

circuitry which sense combustion knock or ping. As a consequence, fuel economy and performance are maintained while providing protection from the damaging consequences of engine knock.

Our patented Engine Knock Eliminator (EKE) is unique because it will retrofit to engines built before the technology of automatic knock/ping control was developed. This is particularly important now, since many desirable fuel properties and octane have been lowered.

The EKE electronically monitors the normal operational sounds in the engine. It listens for knock and sends a warning signal to the control module. The module regulates the ignition timing. The amount of the regulation is just enough to eliminate the knocking condition. Automatically, normal timing is smoothly and progressively restored as driving conditions permit.

The EKE will upgrade your existing ignition system to gain the benefits of this new technology. This means you can burn available fuel, often of varying quality, at no risk to your engine. On most GMC motorhomes, this may mean 1 to 2 miles per gallon improvement using regular gas (89 octane pump rating).

Installation in 1 hour is not difficult, and detailed instructions are provided.

ITEM # 012.2.00

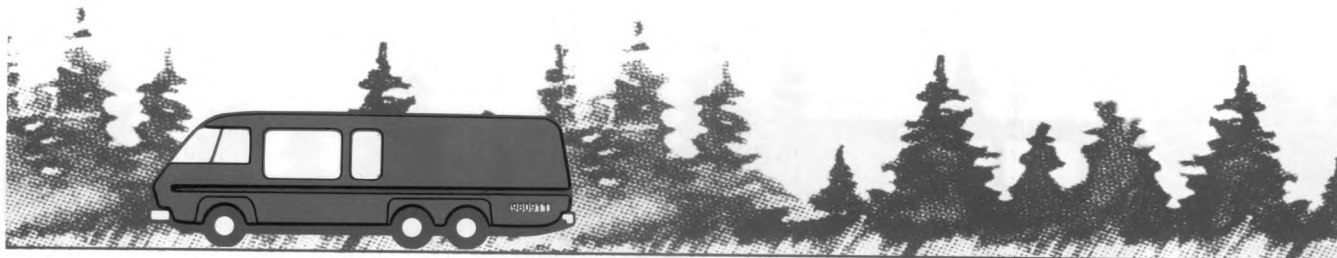
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OTHER GMC REFINEMENTS

- **LECARRA STEERING WHEELS**
- **DUAL AIR-PRESSURE GAUGE KIT**
- **EXTERIOR MIRRORS**
- **CARBON METALLIC BRAKE PAD SET**
- **COMPARTMENT LOCK KIT**
- **PYRO PUTTY 2400**
- **OPTIMA DEEP CYCLE BATTERY**
- **POWER SOURCE BATTERY CHARGER**
- **ENGINE COOLING VENTS**

LECARRA STEERING WHEELS



LeCarra Steering Wheels, made in France, feature old world craftsmanship with a modern ergonomic grip design. The original GMC diameter is 16". The 14" wheel provides much better control and dashboard visibility. These combined features provide com-

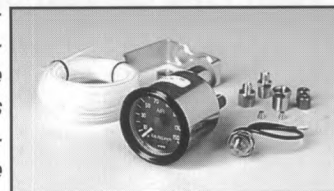
fort under all driving conditions. Available in a wide variety of styles, featuring aluminum wheel spokes and hand sewn, one-piece premium black leather wrap. The LeCarra Steering Wheel comes complete with hub adapter, for easy installation on your GMC.

14" DIAMETER, ITEM # 032.I.25

16" DIAMETER, ITEM # 032.O.25

DUAL AIR-PRESSURE GAUGE KIT

This special instrument enables continuous monitoring of the rear air suspension. It is two high quality independent air pressure gauges with a common



face. Connect the red needle to read the left side and the black needle to read the right side of your GMC. Make note of the correct pressures for your vehicle.— a look at the gauge will tell you if either side needs air. **WARNING:** Over 120 psi usually explodes air bags!

ITEM # 999.O.99

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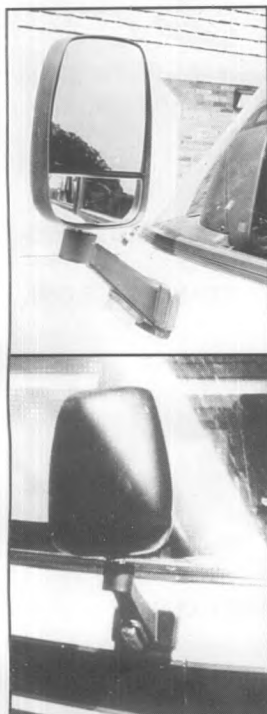
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EXTERIOR MIRRORS



The outside rear view mirrors supplied originally are lacking aesthetically and are marginal in function.

We have developed a top-quality solution to rear vision compatible with your GMC, featuring:

- Totally noncorrosive construction of aluminum, stainless steel, and plastic materials.
- Aerodynamic styling with black housing and arm to match GMC trim.
- Lower integrated convex mirror giving right-beside-you vision.
- Upper 50 sq. in. flat mirror for excellent non-distorted rear vision.
- 4-way electric remote controlled aiming of upper mirror.

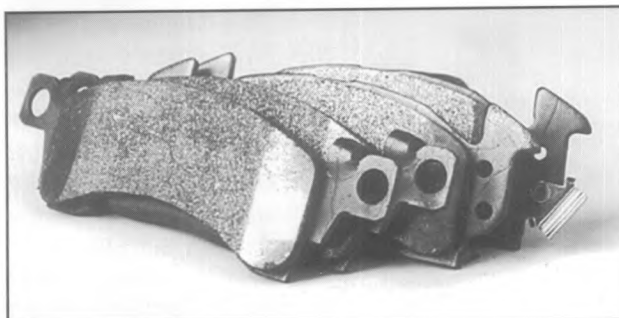
A miniature joy-stick switch gives precise up/down, left/right control from dashboard.

- Heated mirror lens quickly removes dew and fogging moisture — as well as ice in cold weather.
- Light on arm flashes with the regular turn signals to give additional side view turning indication.
- Special mounting brackets fit existing mounting holes on GMC body.
- Detailed instructions for installation, plus wiring cables, switches, and hardware included.

One pair, left and right, heated, remote control mirrors with GMC brackets, turn signals, wiring, switches, and detailed instructions.

Note: Once you have enjoyed the luxury, convenience and safety of the remote control mirrors, they will seem to be a necessity. They are well worth the investment.

CARBON METALLIC BRAKE PAD SET



Carbon Metallic brakes are completely different from organic or semimetallic pads. They offer superior brake pedal feel and longer life without fade at high temperatures. As the name implies, they are of Carbon Metallic composition as opposed to being organically based as in other brands of pads. Carbon Metallic contains no asbestos, no kevlar and no lead. Many organic and semimetallic pads use clay as a filler to cut costs. This sacrifices performance. Carbon Metallic pads meet Federal Motor Vehicle Safety Standard 105. Not all brake pads on the market meet these stringent standards. Performance Friction Carbon Metallic pads are extremely rigid, which offers superior brake pedal feel. Less rigid organic/ organic-based or semimetallic pads can actually compress especially when hot, Carbon Metallic pads continue to grip even when hot, offering consistent braking and pedal feel. Rotor wear is reduced with Carbon Metallic pads.

ITEM # 033.0.26

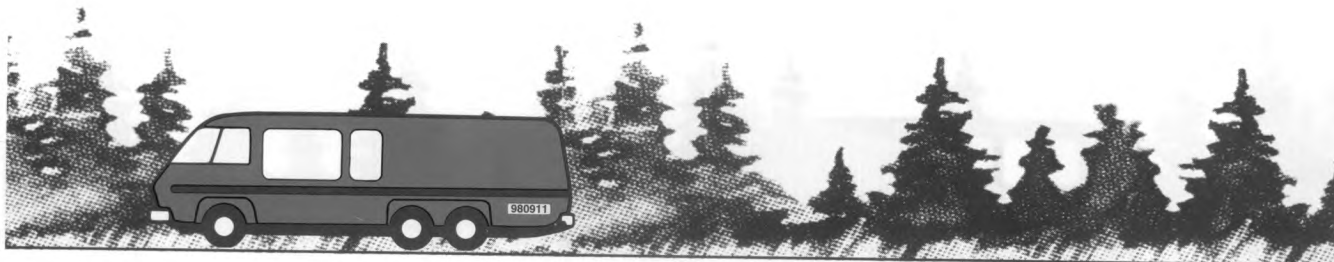
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COMPARTMENT LOCK KIT



The original latches on the two engine access covers, the left rear generator compartment, and the right rear compartment provide no security. They protrude from the otherwise smooth body surface.

Our replacement latches attractively flush mount, provide security, and mount in the exact same

holes as the original latch. They are easily opened by a special "key" which may be kept in the glovebox. Without the key, any vandalism or unwanted access is nearly impossible.

LOCK KIT

8 latch assemblies, 8 seals, 16 alloy rivets, 1 each short- and long-handle keys, installation instructions, with templates. **ITEM # 014.2.09**

EXTRA KEYS

Short Style — (may be carried on a key chain) **ITEM # 015.2.09S**

Long Style — (the most convenient; keep in glove box) **ITEM # 015.2.09L**

PYRO PUTTY 2400

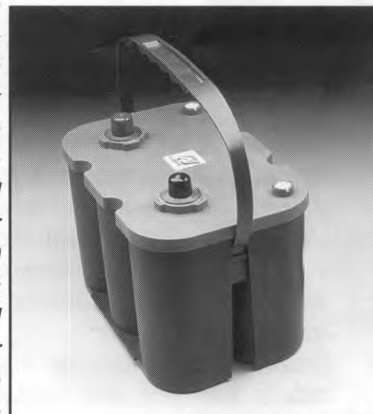


This amazing product repairs cracked exhaust and intake manifolds easily and inexpensively. A unique ceramic and metallic water-based putty-like material, it resists 2000-degree temperatures. It bonds to all steel and cast iron and cures with engine heat to a hard durable permanent repair. One kit will repair about ten manifolds. This is no gimmick; it really works. Instructions included.

ITEM # GMC 025.018

OPTIMA DEEP CYCLE BATTERY

These patented batteries have special sealed SpiralCells to achieve high energy density and are different from all others. Vibration resistant and compact in size, they will not leak acid or corrosion when mounted in **any** position—and never need water maintenance. 800 cold cranking amps exceed others and hold a charge longer—up to 2 years when disconnected from



load. They are available in a normal and a deep cycle version, which excels in withstanding repeated discharge cycles. Because of their relatively compact size, it is possible to increase battery energy storage capacity in existing space.

ITEM # 034.0.27 (NORMAL)
ITEM # 034.1.27 (DEEP CYCLE)

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POWER SOURCE/BATTERY CHARGER

Save Your Generator!

The recharging of the living area batteries has long been notoriously slow and troublesome. This occurs because the performance of the original charger (120V/12V Triad Converter) is very sensitive to AC voltage and frequency input. Both are usually imprecise at campgrounds, or when supplied by the onboard generator. Utilizing modern solid state electronics, this new design supplies **pure DC** to rapidly and safely recharge your batteries, while simultaneously providing ample power to run interior lights and appliances. It is no longer necessary to wastefully run the generator for many hours to marginally recharge batteries.

Our state-of-the-art electronic system is comprised of two very compact 30 amp units in parallel (total capacity, 60 amps). Maximum safe charging (at 14.2V) can now always be attained while the available AC input may vary from 90V to 130V, and from 50 to 70

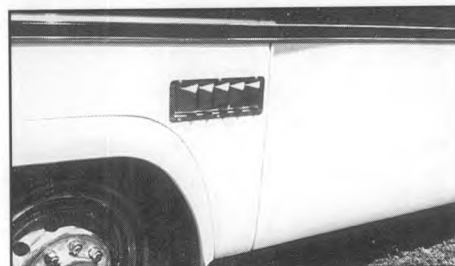


cycles! Additionally, the system has dual-voltage capability; it may be switched to give a high charging rate while running your generator, and a safe 13.2V "float" voltage for indefinite periods while plugged into shore power (no possible overcharge damage to your batteries).

1. High 60-amp capacity rapidly charges several batteries.
2. System failure is almost impossible with dual units.
3. Silent operation (no hum).
4. Dual-voltage capability.

ITEM # 021.0.12

ENGINE COOLING VENTS



These auxiliary vents permit more hot air to be forced out of the engine compartment by the radiator cooling fan, with two significant benefits:

1. The fuel system is kept cooler, thus reducing possible vapor lock and uneven running, which are prevalent with the gasoline presently available.
2. The transmission operating temperature is measurably reduced by the additional air flow.

These vents are made of stainless steel and are attractive in appearance. If desired, they may be painted to match the body color of your coach. Installation is not difficult.

Paper templates are supplied for the hole location to be cut in the body fiberglass (this area is not adversely affected by water or climatic conditions).

The cut is easily made with a saw; both sides can be installed in 1-1/2 hours.

ITEM # 013.2.08 (SET OF 2)

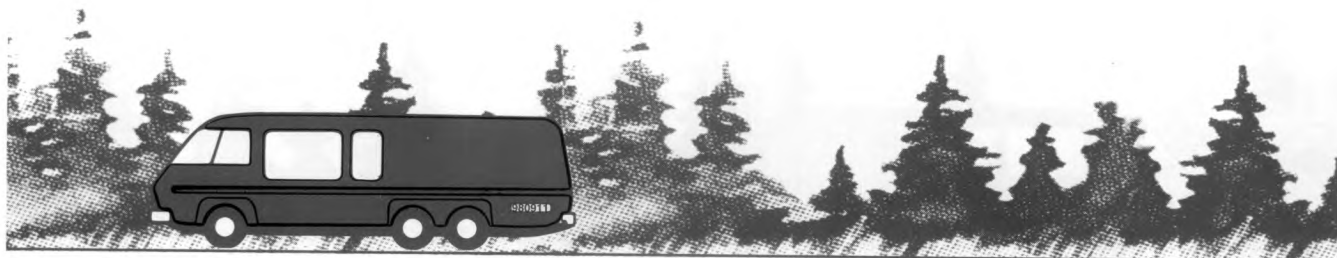
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PRICE LIST

PAGE	DESCRIPTION	ITEM #	UNIT PRICE	UNIT SHIPPING	CORE CHG.
4	Power Drive	019.0.01	\$920.00	\$37.80	\$350.00
5	Torque Converter (3-speed)	023-116	360.00	25.80	
5	Torque Converter (6-speed)	023-216	395.00	25.80	
5	Reprogram Kit	011.2.02	98.00	8.20	
6	3-Speed Automatic Transmission	999.1.02	2195.00	Call	350.00
6	6-Speed Automatic Transmission	999.1.00	3750.00	Call	350.00
7	Electronic Shift "Fuzzy Logic" Control	999.1.01	438.00	6.60	
7	Oil Temperature Gauge	999.0.93	60.00	6.60	
8	Oil Pan Cooler	009.2.04	155.00	8.90	
9	3.21 Final Drive	020.0.00	995.00	69.00	350.00
9	3.07 Final Drive	020.1.00	795.00	69.00	350.00
9	Final Drive Cooler, for 8-Bolt/3.21 Case	022.2.04	119.00	7.90	
9	Final Drive Cooler, for 10-Bolt/3.07 Case	022.1.04	119.00	7.90	
10	Front Hubs, 3-Bearing (1 pair)	024.1.17	1995.00	55.80	500.00
11	Shock Absorbers, Front (2 Required)	001.3.15	74.00	7.80	
11	Shock Absorbers, Rear (4 Required)	002.3.15	74.00	7.80	
11	Shock Absorbers, Set of 6	002.3.00	415.00	31.25	
12	Front Suspension Stabilizer Bar	005.2.10	319.00	29.00	
13	Rear Suspension Twin Stabilizer Bars, Set of 2	018.2.10	735.00	49.90	
13	Caspro Suspension Kit	010.3.00	2595.00	Call	350.00
14	Precision Steering Gearbox	003.2.14	535.00	24.90	
14	Steering Coupling Shaft	004.1.03	369.00	9.90	350.00
15	Steering Control	006.0.05	425.00	10.80	
16	Timing Chain and Gears	999.0.01	98.00	8.40	
17	Camshaft and Lifters	999.0.77	259.00	13.20	
17	Water Pump	026.0.19	89.00	10.60	100.00
18	Pressure Balanced Thermostat	027.0.20	8.00	5.50	
18	Electric Fuel Pump	017.1.07	89.00	7.85	
19	GMC 455 Rebuilt Engine Program	999.2.00	4500.00	Call	500.00
20	Remanufactured Quadra-Jet Carburetor, 455 Cu. In. Engine	028.0.21	324.00	10.20	100.00
20	Remanufactured Quadra-Jet Carburetor, 403 Cu. In. Engine	028.1.21	324.00	10.20	100.00
20	KoolSox Spark Plug Wire Protectors	030.0.23	59.00	6.10	
21	Remanufactured Ignition Distributor, HEI Magnetic Pickup	029.0.22	249.00	7.20	100.00
21	Remanufactured Ignition Distributor, Point Type, Conventional	029.1.22	184.00	7.20	100.00
21	Engine Knock Eliminator	012.2.00	169.00	7.20	
22	LeCarra Steering Wheels, 14" Diameter	032.1.25	195.00	8.40	
22	LeCarra Steering Wheels, 16" Diameter	032.0.25	215.00	8.40	
22	Dual Air-Pressure Gauge Kit	999.0.99	159.00	6.60	
23	Exterior Mirrors	007.2.06	465.00	12.20	
23	Carbon Metallic Brake Pad Set	033.0.26	58.00	7.80	
24	Compartment Lock Kit	014.2.09	65.00	6.60	
24	Extra Keys for Lock Kit, Short Style	015.2.09S	5.00	5.10	
24	Extra Keys for Lock Kit, Long Style	015.2.09L	5.00	5.10	
24	Pyro Putty 2400	025.0.18	37.00	6.60	
24	Optima Battery, Normal	034.0.27	135.00	22.80	
24	Optima Battery, Deep Cycle	034.1.27	165.00	22.80	
25	Power Source / Battery Charger	021.0.12	198.00	9.90	
25	Engine Cooling Vents, Set of 2	013.2.08	59.00	7.20	

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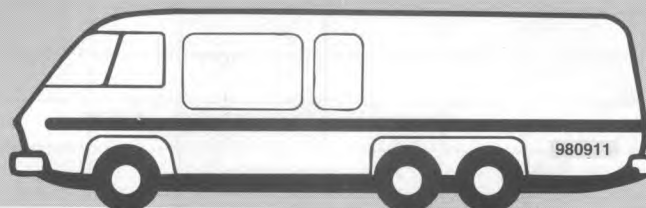


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