

Every coach has a story. Here is ours.

In 2006 into 2007 I had been searching specifically for an XL II 45 non-slide coach. Why no slides? Because our previous coach had two slides which we enjoyed while parked at Nettles Island or other resorts. As our kids were getting older I wanted a touring coach where the view and freedom of movement while traveling was unrestricted by the slides in. I had traveled to several locations throughout the country and when I found this coach in Michigan, I knew this was the one. The coach was for sale by the original owner who owned a race horse team. American Coach did the conversion which was designed to transport the team & guests to venues and trotter tracks. It had a rear lounge, w/c with shower, very small galley, 12 captain's chairs in the salon and small dinette. The coach was a motorhome chassis XLII 45 with 34,000 miles.

After purchase, the coach went to Angola Coach for the first major upfit and in Late 2007 I drove back from Angola, IN to Eastern Long Island with our 3-bunk coach with new aft bedroom, bunks for our young kids, laundry, two beautiful sleeper sofa's.

After several years of traveling and living with the coach, it was time for another major upfit. First back to Indiana. The tile floor was carefully removed and the plywood subfloor prepared for installation of new bamboo wood flooring. Replacing the window day/night shades, removing the headliner and replacing w/matching leather used in our jackknife sofas. Tear out the galley and redesign and make larger. Install new residential stainless two-door fridge/freezer, Wolf electric cook top and microwave. Some new cabinetry and Corian surfaces. They removed the original tube televisions and KVH roof top dome and installed new flat screens including bedroom, salon and a large outdoor entertainment center in bay 2. We installed a Weingard Traveler high-def rooftop dish, new Aquahot 600D hydronic system, and replaced the generator with new Martin/Yanmar 20KW power plant with new acoustic lining in the gen bay. We upgraded the entertainment system and installed Sirius XM tuner and additional speakers up front so I could listen to satellite radio while driving overnight while my family slept. After about 4 months I flew out to Indiana to pick up the coach and on to the next phase.

Next stop: Nacodoches, TX home of Extreme Graphics and James Stallings. I left the coach there for a couple of months and James and I worked on the overall design of the paint scheme. I had a fairly comprehensive design criteria and needed the expertise of the Extreme shop to put together what I think is one of the great motor coach paint jobs on the road. Seven colors masterfully put together for a full body paint project. Also, James has a great upgrade system on the front cap replacing the old-style head lights with new modern high-intensity lighting. The results speak for themselves.

When considering a vintage coach 2002 or so, we must evaluate the maintenance and upgrades and ownership history. There is more to this than just the milage on the odometer. Not to be repetitive here with regards to upgrades and features, lets look at current service work that is meaningful to the prospective buyer. We will begin in 2016 and not including the annual lube, oil and filters.

1. Prevost South Plainfield NJ: Replace sway bar link, replace all new bushings. Replace air lines and cans for tag axle lift. Replace rear sway bar bushings. Replace tag axle wheel seals, new tag brake pads, wheel bearing adjustment. 2017.
2. Hampton Jitney Southampton, NY: Replace drive rotors, wheel seals, brake pads.
3. Replace 4 chassis batteries: Deka 1131 9/2016. Replace 6 Deka 8D AGM coach batteries 10/2016. Replace in-line ABS sensor.
4. Replace the original Jun-air auxiliary compressor (up front) with new California aluminum 2-stage compressor installed in the rear engine bay.

Moving on to present day: Coaches historically develop the classic “lean” when parked. This is generally acceptable as a function of a complex air-ride system as long as the system airs up properly. This never gets better on its own and over time I found myself frustrated chasing small air leaks at fittings and valves. We decided to overhaul the system at Prevost Winter Garden FL, 2026

1. Raise the coach and apply accessory air to identify leak points. Replace Norgren valves, 1 leveling valve, various check valves, drain valves, line fittings. Replace all 8 air bags w/new. Replace all 8 shock absorbers w/new.
2. Replace entry door actuator. Replace 4 bay door actuators.
3. Windscreen: Drivers side had spider cracks from stone chips. Replace w/new.
4. Rear-view mirrors: replaced original mirrors with new Prevost mirrors (2)
5. Remove all wheels for brake inspection. Replace brake pads front and drive axle. Replace drive axle wheel seals.
6. Replace lower control arms and bushings R/L. Replaced ALL tie rod ends w/new
7. 3-axle alignment completed.
8. Replaced A/C compressor, belt, A/C dryer, new clutch and pulley assembly. Charged with new refrigerant and pressure test.
9. Replaced 2 Halogen docking lights.
10. Replaced 4 torque rods w/new.
11. Replaced clutch fan belt.

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12. Engine cooling system: Radiator was corroded w/cooling fins missing. Remove and replace radiator w/new. All new installation hardware, new intercooler plumbing and hardware. New coolant hoses, new coolant. Replace transmission cooler, new hoses.
13. Lube, oil change, new filters.
14. October 2026: yes it was again time for new batteries. Replace 4 chassis batteries w/new Deka 1131. Replace coach batteries w/new Odyssey AGM 8D (6). Replace generator start battery w/new Deka dual terminal battery.