

Well I have gotten a good start on the 1995 RIALTA makeover. After replacing the resistors in the dash A/C I found out that the 4 speed switch has some issues it works but it takes some jiggling on the middle speeds, I'll get a new ordered next week. The rear A/C was a different story. This unit has a 3 speed fan motor and the 2 low speeds were out. To get to the fan you have to remove the headliner.

First remove the transition panels (behind the driver and passenger seats) they are held in with screws that have plastic covers. You have to remove the seat belts at 2 places, at the floor and the at the shoulder adjustor.

Next remove the forward trim over the door it snaps off (watch out for the metal clips that hold it to the door frame they can go flying when you snap them free). With these panels removed you can then drop the headliner. Remove the sun visors and the dome light (it just pops out). I left one of the curtain snaps screwed in at the front until I had removed all the rear screws.

This next part covers something ***REALLY IMPORTANT!***

When I lowered the headliner a half dozen sheet metal screws fell out from behind it. They were just laying loose in the headliner. Upon inspection I discovered the location of these screws. Winnebago joins the VW cab to the motor home body with some impressive steel and glue. The primary seam is an interlocking Z arrangement. This is what holds the roof together as well as **UP** and the aforementioned screws were from this joint. Upon inspection of the room seam I found that it had separated and sagged down about 1/2 inch in places. Someone had caulked it so there was no leak but with out the screws there was nothing to hold the roof up so caulking was just a temporary fix. I am going to remove all the screws then clean all the caulking from the seam and re-caulk it and the install new screws.

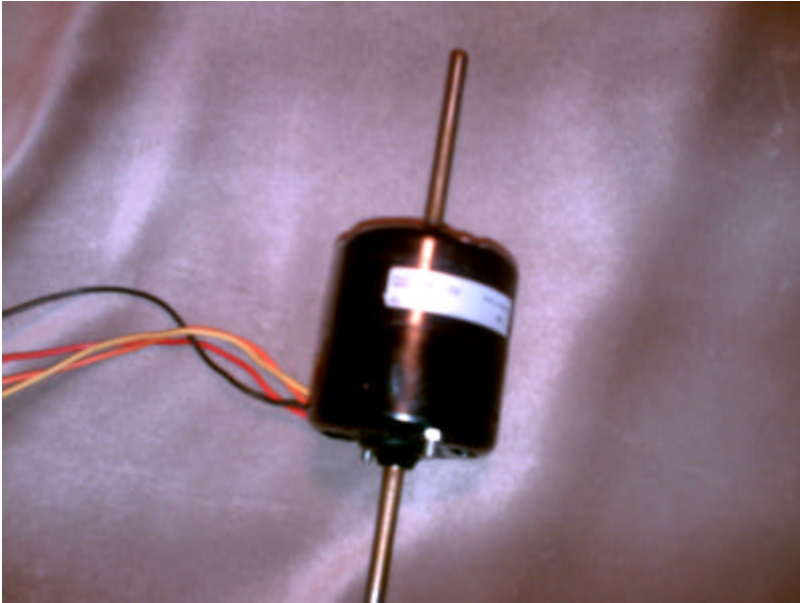
This problem is not just found on the Rialta I had the same situation on my Windcruiser when I first got it. Only it had been leaking for years and had rotted the entire ceiling out (that is why I got it for a song).



The "Roof Seam" if your roof has a gap between the forward cab and the motor home body this is where the problem is just caulking the gap is NOT the FIX!



With the headliner removed I was able to get to the A/C unit and remove the fan. This requires dropping the A/C housing and separating the plastic case to remove the fan. The fan is a standard 3 speed Fasco D135 model; I ordered one off the internet for \$40.00.



I tied the A/C unit up so its weight was not hanging on the drain lines until the fan comes in. I am thinking about adding some insulation to the ceiling here before I reinstall the headliner just have to leave space for the return air flow to the fan.



I am adding an 11 inch drop down monitor just behind the overhead A/C vents. This monitor will be tied to a Legacy LTV52 DVD player with TV tuner. The player/tuner will mount in the overhead cabinet on the right. The player is really small only 8.66 X 6.29 X 2.59 inches it is 12 volt and plays DVD, VCD, DVCD, SVCD, CD and MP3 disks. It has a remote and a remote sensor so it can hide in the cabinet. I ran the antenna/cable TV coax from the amp up inside the wall and then over the entry door to the cabinet and the player.



The player has AUX inputs for games, iPod, etc. I am installing a creative surround sound system with a subwoofer for the TV audio. This should keep us entertained on the road or at the campsite.

As part of my makeover I am redoing the upholstery. The front seats had seat covers on them so the fabric was in excellent shape. But as with most seat covers all the dirt had just filtered thru the covers and covered the seats. Also the covers were on so tight that they had mashed the headrests out of shape. I removed the seats and removed all the upholstery. This is not that hard to do you just need some pliers to remove all the metal hog rings that attach the fabric to the seat frame. We also removed the fabric from the



arms and the headrests. The plastic guides for the headrest should be removed also, they just pop out. We washed the fabric and repaired some tears where the fabric had been attached to the frame. The upholstery had been glued to the foam seat bottoms. This glue had pulled free causing the seat to lose its shape. We re-glued the bottoms with spray contact glue and tightened up the fabric with some extra padding. We also added padding to the head rests to return them to their proper shape. Using new Hog rings and a Hog ring tool I reattached the upholstery. It may be a good idea to take some pictures of the seats before you remove the fabric (if you have never re-upholstered before) as a reference to how it all goes back together. These seats are fairly simple the only trick is the tuft in the seat back. It has a piece of fabric that gets pulled thru a slot in the seat back and pulled down the back and fastened with hog rings to the seat bottom. This pulls the material in to give it a pillow look. It also tightens up the seat back upholstery. Just pay close attention to "HOW IT COMES APART" and you will find it is not that hard a task.



The seats look better than new and are ready to be reinstalled. The rest of the seats are in great shape also, they just need a good steam cleaning with the Bissell steam cleaner. The seats will also get a Scotch Guard coating before being reinstalled.

The kick panels under the rear dinette were stained and badly worn. These panels are made from cardboard and covered with fabric to match the seats. I have made new ones from 1/8 inch plywood and covered them with vinyl that matches the carpet (a dark Brown).



The duck tape forms a hinge for the left side panel. The plywood is much stiffer than the cardboard so it stays in place without the metal clips it just wedges behind the power



panel and the seat frame NO MORE SCREWS! The other side is held in place with a piece of Velcro at the top center.



The fridge did not work at all on gas and barely got cool on electric. These old absorption units can be real troublesome if not kept clean and mine was full of rust so I removed the burner and cleaned it. Now for an old trick from my days as a refer repair man. Go to Wally World and purchase a 12 gage shotgun cleaning kit. It will contain a round wire brush on a metal pole. Attach the brush to an electric drill and polish out the heat riser tube in the fridge. Be sure to remove the spiral heat deflector inside the tube it hangs on a wire that is attached to the top of the tube. Polish out all the rust in the tube also remove any rust from the heat deflector. Now but it all back together and then turn the refrigerator upside down and let it set over night. This causes the fluids to circulate in the system and dissolve any of the solids that may have formed due to the refrigerator being run unleveled. It is not as much of a problem in these small fridges but the larger ones can get "vapor locked" if run unleveled. Turn the unit right side up and let it set for another 12 hrs then it is ready to reinstall.



This is the hole where the fridge goes. The gas line and all the electric connections are at the top and accessed by removing the drawer. My drawer was missing all that was there was the front held on with some Velcro strips, a new one is in the works. This also let me get to the cable TV and antenna amp. While I have this big opening to work in I will be installing a new facet. You would not believe all the junk that was found in here 11 years of stuff that had fallen out of the drawer and behind the fridge. I think I will straighten up some of the hanging wires while I am at it also. One thing you will notice about Winnebago is that they own the Purple & Green wire Company and use there products exclusively. So a volt meter or a test light is a must when doing electrical trouble shooting. I have a tone injector and a detector that makes chasing wires a breeze. I must



say hats off to Baldy for his fantastic website on the Rialta. You can find all the wiring diagrams and parts information, check it out at <http://webpages.charter.net/baldy/rialta/>.

Ok it's a start got along way to go to bring this "THIS OLD RIALTA" back to "Like New Condition". I am lucky to live less than 10 miles from John Bleakley Winnebago in Douglasville GA. They stock most of the part I need. I picked up a new refer vent and a screen for the fantastic vent there.

Having Fun in the "BAGO"  
Robert