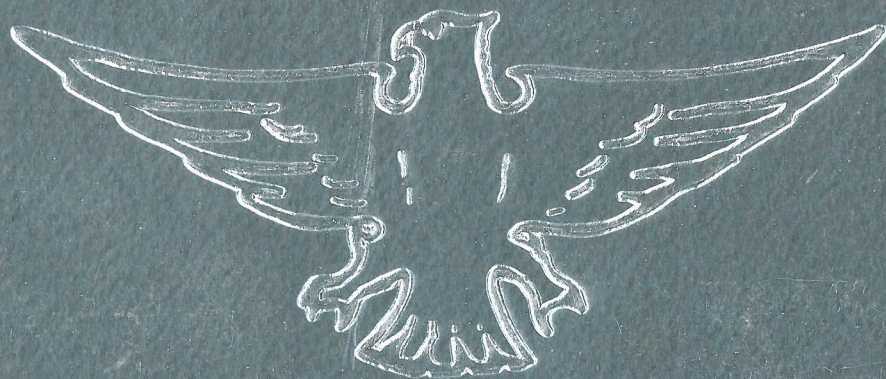


EAGLE

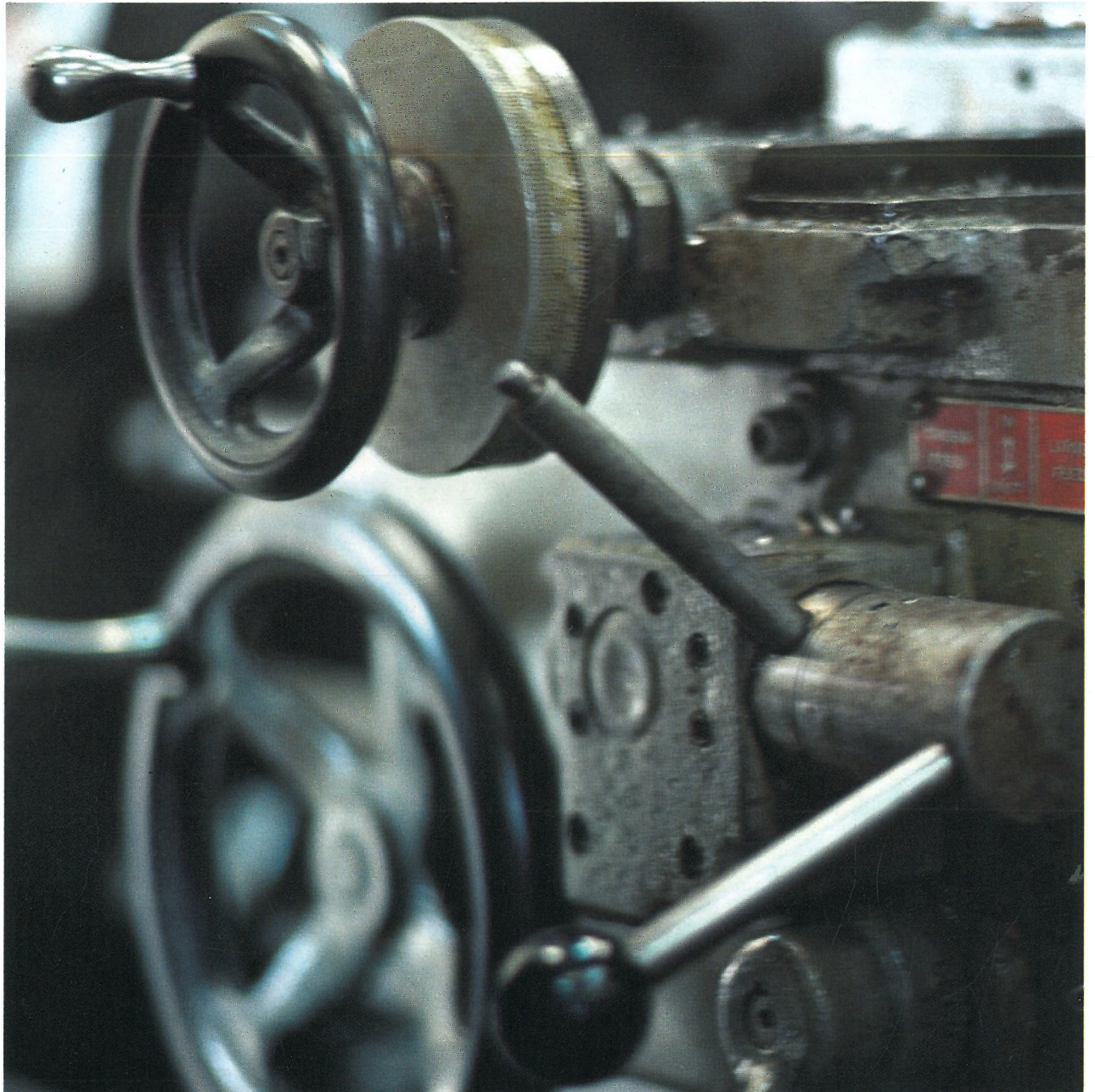
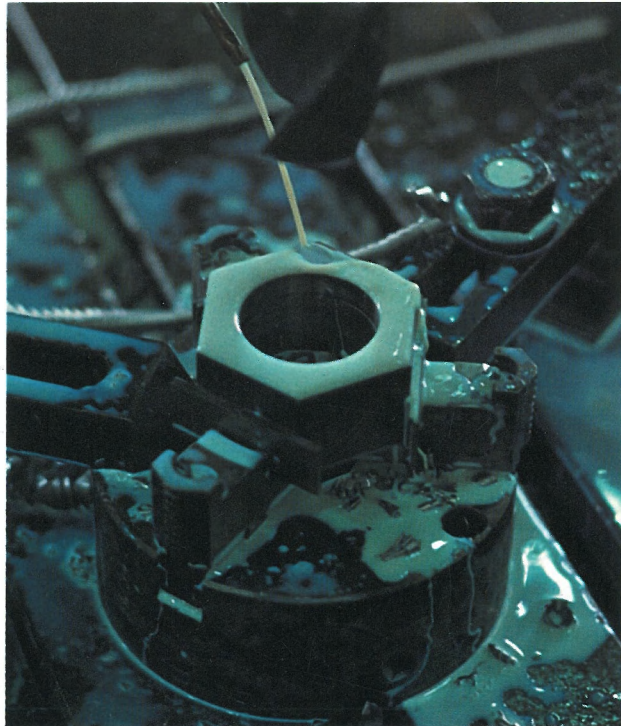


582

Eagle
Handcrafted Motorcoaches



This year no more than 250 new Eagle Motorcoaches will be available for sale. Men's hands simply cannot work any faster. The tubular frame of the bus is cut by hand. The sides and roof are cut and riveted to the frame by hand. The suspension system is built and installed by hand. The electrical system is wired and insulated by hand. The bus is rubbed and painted by hand. Upholstered by hand. Finished by hand. It's a painstakingly slow way to build a motorcoach. But at the same time, we're constantly refining, experimenting and pioneering new advances within the industry. Engineering breakthroughs combined with old world craftsmanship—it's the only way to make the finest bus in the world. It's the only way to make an Eagle.



It all begins here. *Station One.* Low carbon S.A.E. steel tubing is cut and welded to a tolerance of $1/32$ of an inch to form the strongest frame in the industry. How strong? Over 500 lbs. of welding wire is used on the frame alone. No one uses more.



Station Two. Inspection. The frame and every weld on the frame is inspected by an expert. He doesn't just glance at each weld. He studies them. For both strength and grinding. To inspect one frame takes 14 hours. And if one weld on that frame doesn't look right, it all goes back to *Station One.*



Station Three. Here the tubular steel frame is first sprayed with acid, washed, dried, primed, then sprayed by hand with the most effective rust preventative agent used today. This process, perfected by Eagle after years of trial and error, provides your coach with a rust barrier that will last for years to come.

One more point. The enemy of a bus is rust. *Station Three* is one reason you can virtually forget about it.

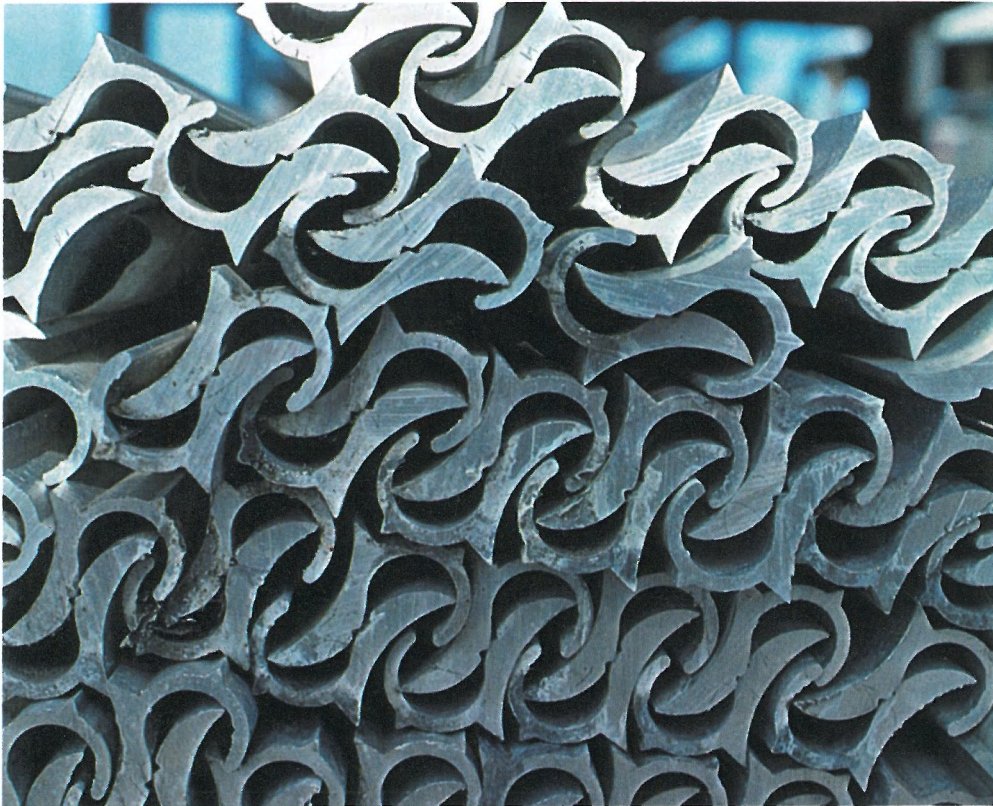


Stations Four and Five. Here the bus begins to look like a bus. Experienced craftsmen hand-fasten the extruded aluminum roof and sides with a staggering 7600 rivets.

Time consuming? You bet.

Expensive? Right again.

But here's the advantage. Should the body of your bus become damaged, you don't have to order an entire section of the coach to replace it. Just a strip of aluminum. The cost is minimal. And if you're large enough to inventory parts, you'll find there's a *substantial* reduction in the amount of inventory you have to carry.



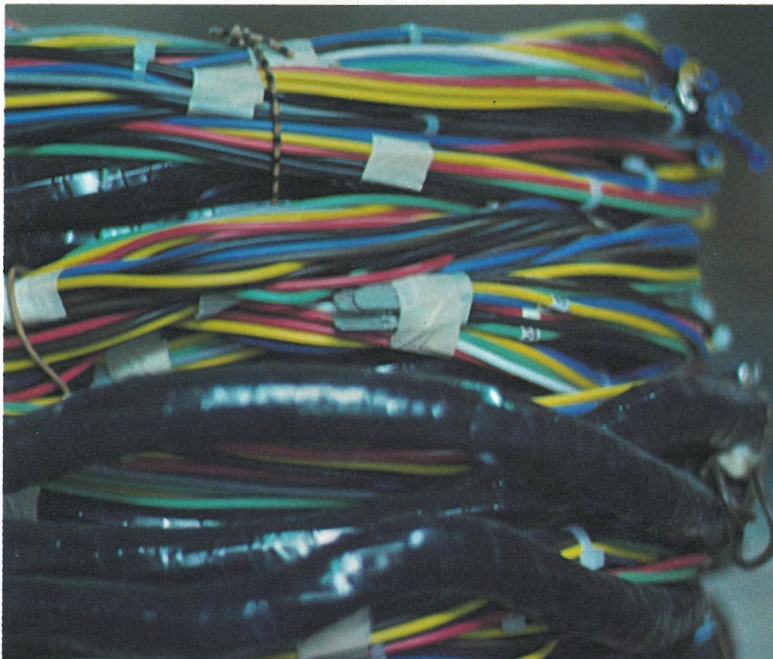
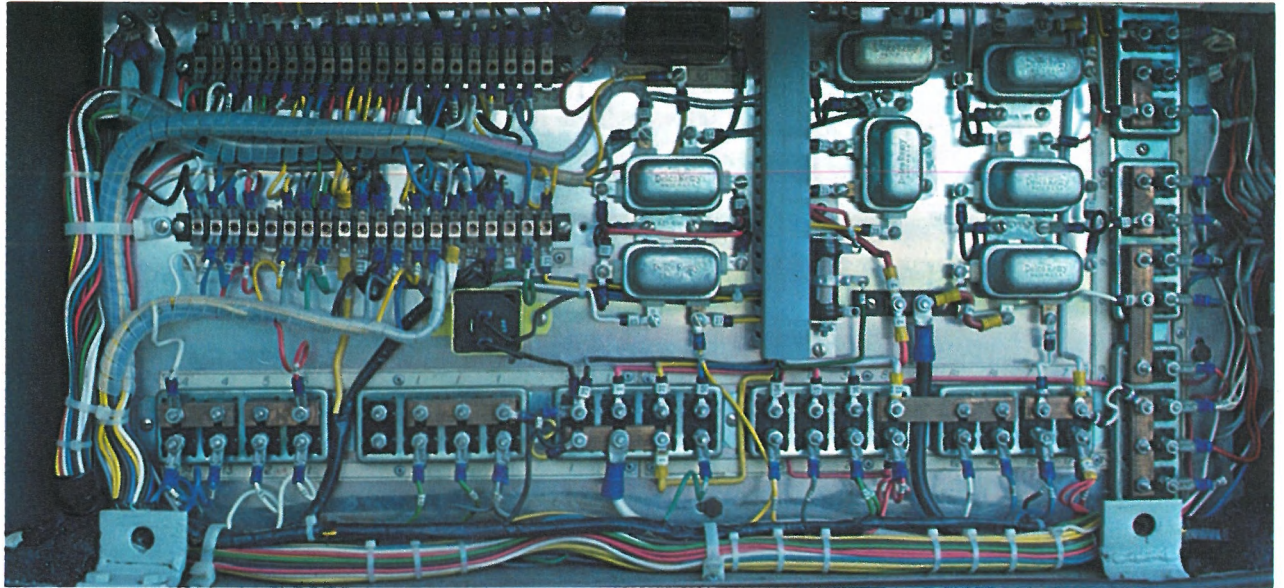
Stations Six and Seven. Besides finishing the roof and sides, here we add another new development—a rear reinforced fiberglass crown developed by the engineers at Eagle. It virtually eliminates rust on the crown and window areas (where coaches are very susceptible to rust) and provides greater strength and durability.

Station Eight. Yet another new development is installed—the electrical harness. This is a single, continuous wire bundle inside a thick electrical conduit tube that keeps insulation around the wires intact. What it means to you is that wires cannot accidentally be cut or short out.

Our engineers discovered this conduit tube provided such protection that inside it we also put the air hoses for our braking system.

This is a safety feature no other bus can claim. *Station Eight* is also where we install the heating and air conditioning systems. Both systems are designed with a minimum of moving parts, to offer you trouble-free maintenance. And both are engineered for better air flow to provide greater passenger comfort.

Finally, before the bus leaves *Station Eight*, we begin to install the plumbing for the air conditioner and lavatory. It takes experts to wind pipes through the frame of a bus, but because of them, your bus has trouble-free plumbing.





Station Nine. Insulation. We use 1½ inches of thick, durable insulation. What this kind of insulation means to you, an owner, is less heating and cooling costs. A small touch—but it can save you money down the road.

Station Ten. The bus is trolleyed to one of our four painting booths where it's first buffed and polished by hand. Again. And again. And again. Then the bus is sprayed with acid, washed and primed. Now using the design our art department worked out with you, we hand spray the bus with six gallons of paint, and leave it in the booth to dry.

These booths are expensive. They don't use heat lamps, hot air, or any of the old-fashioned methods of drying. The paint is naturally cured, creating the brightest, most durable and, hands down—the finest paint job in the industry. The finest.



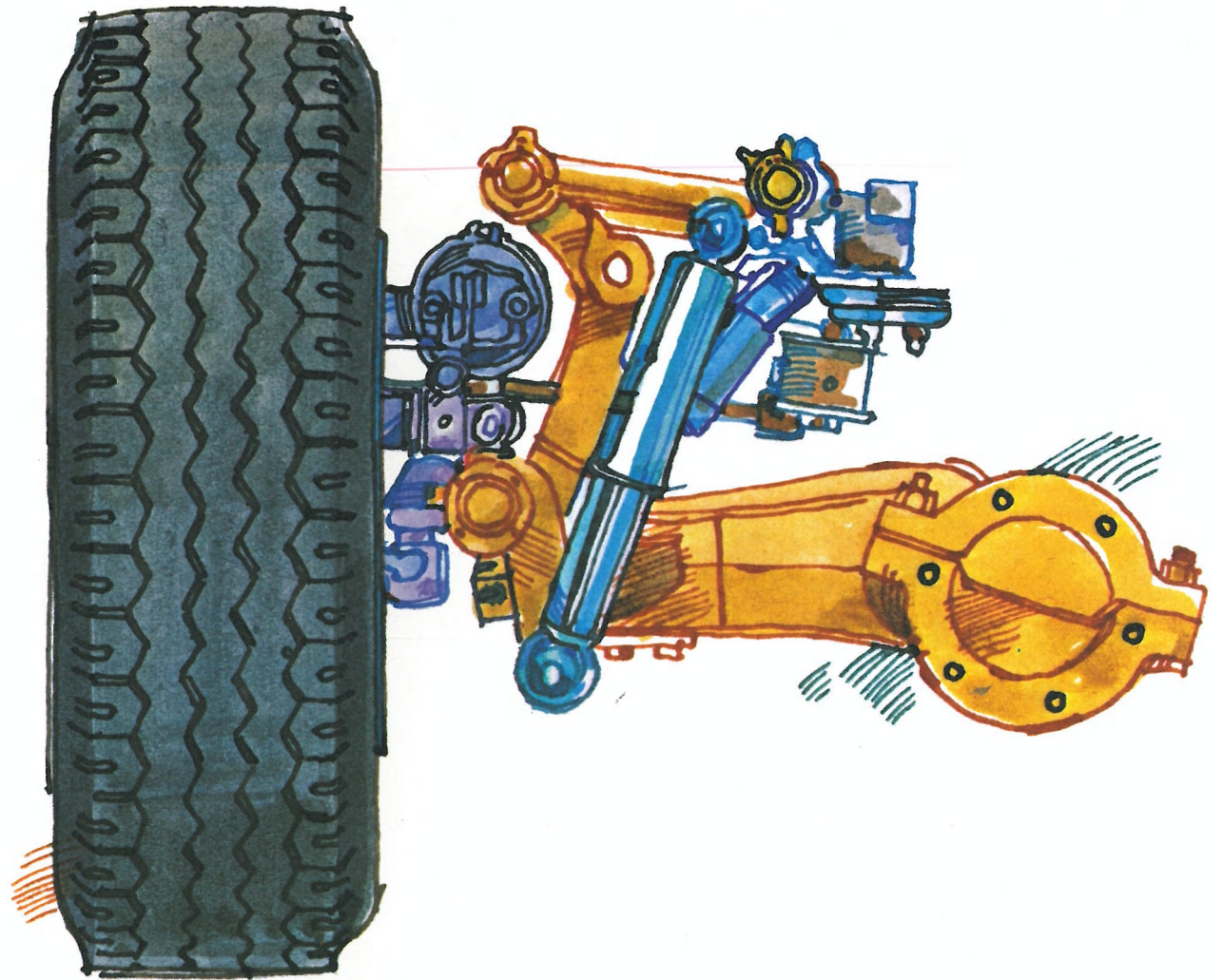
Station Eleven. Where we install our famous torsilastic suspension—acclaimed as the smoothest ride of any coach in the world.

But it's more than smooth. It's incredibly durable. First installed in Eagles in 1969, eight years and over 1,000,000 miles later, these buses are still running as smoothly as ever. That's durable.

But let's say a million and a half miles later you have to replace one.

How expensive?

Would you believe around \$250? That's inexpensive. And unlike an air-bag suspension system, the torsilastic system is completely predictable: You can tell by your own adjustments what shape it's in. It won't suddenly go out on you.



Finishing touches.

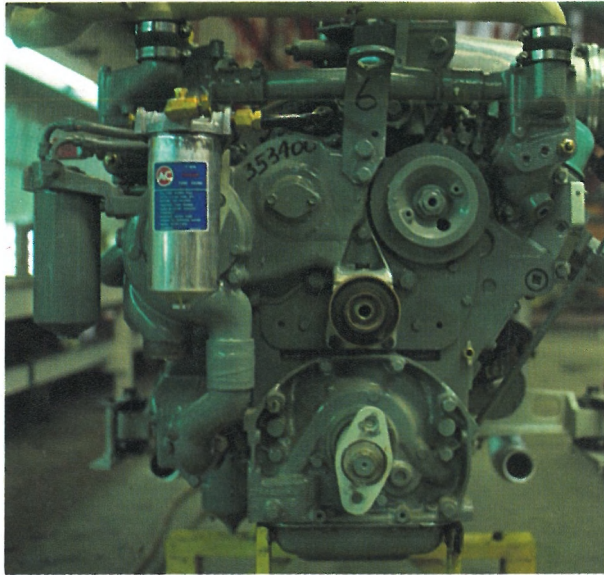


In *Station Twelve* we complete the installation of our dual braking system, a design that surpasses traditional braking systems in safety, performance and rigid conformity to Federal Standards.



Station Thirteen, we complete the interior work.

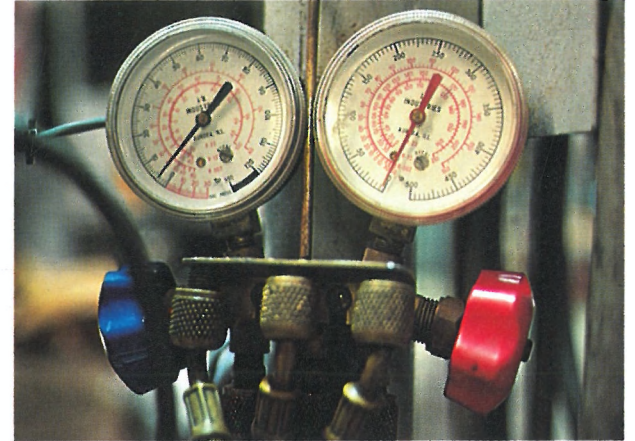
Station Fourteen concentrates on steering.
Station Fifteen, the engine.



Station Sixteen, the brakes. And a thorough recheck of all mechanical and electrical systems.



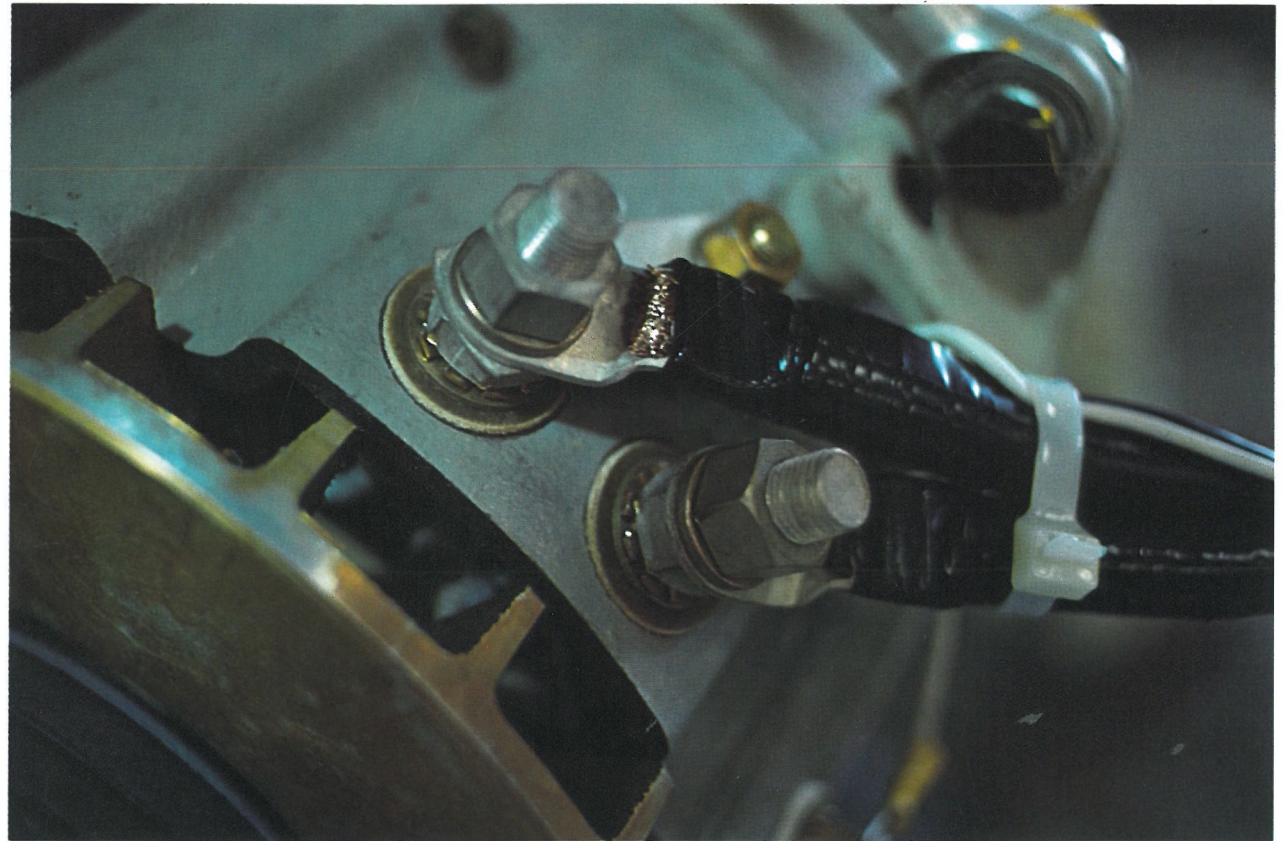
Now, the first five mile test drive. Our quality control will check the suspension and brakes, the shocks, the air conditioning, the heating, the steering—all-in-all, over 150 different items. And what needs adjusting is adjusted in *Station Seventeen*.



Here the walls of the bus are upholstered and seats are installed. You have an almost infinite choice of colors and patterns, and our design staff will be made available to you if you wish to go beyond our pattern books.

One note about our seats—they're covered in the finest fabric available, are fully reclining and come with an adjustable headrest and footrest. A bus rolls out of *Station Seventeen* for its second fifteen mile test drive with a quality control expert carrying the same 150 point checklist. And whether we find anything wrong or not, the bus is returned to *Station Seventeen* again, given its final tune-up and adjustments—and taken for its third test drive, once again fifteen miles in length.

This Eagle is now ready for you.

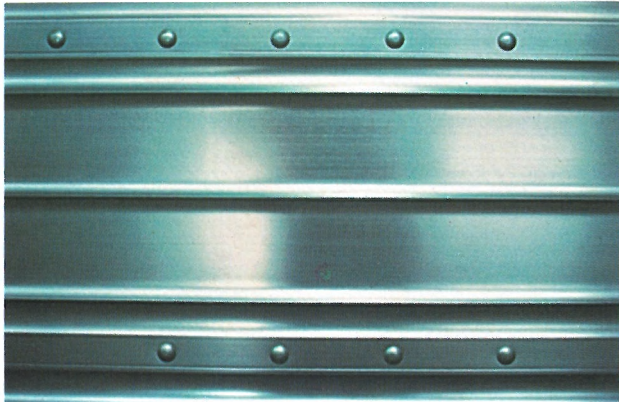


After the sale

The painstaking, meticulous process of building your Eagle Motorcoach is now complete. But the personal care and attention we lavish on every Eagle doesn't end. Because expert, dependable service after the sale is yet another aspect of our uncompromising approach to quality.

Your Eagle Service Representative is a knowledgeable, experienced professional. He's there when you need him to provide you with personal attention and expert service. And just as important, it's his job to anticipate your needs—by visiting you at least four times a year. Each time he'll give you valuable tips on preventative maintenance and thoroughly check the condition and performance of your bus.

Finally, resale. One simple fact will do here—90% of all Eagle buses purchased in 1969 can today be sold for their original purchase price.



*For more information on either new or used Eagles and parts,
contact: New Buses: Lee Vandaveer, (512) 541-3111
Parts: Gordon Schultz, (512) 541-3111
Prices quoted and information described herein are subject to
change without notice.*

EAGLE INTERNATIONAL INC.
2045 Les Mauldin Blvd. • P. O. Box 4119 • Brownsville, Texas 78520

EAGLE COACH SPECIFICATIONS

QUALITY AND PERFORMANCE THROUGH RESEARCH AND DEVELOPMENT

AIR SYSTEM

Bendix-Westinghouse "Tu-Flo-600" two-cylinder air compressor of 14" cu. ft. per minute capacity at 1250 R.P.M. is flange mounted to engine and gear driven from engine camshaft. Its features are unloader head, water cooled and engine oil circuit lubrication. B.W. alcohol evaporator is provided.

A "Ping" tank is mounted on the compressor discharge line. A Schrader valve is installed on the air control panel so that an outside source may be used to re-supply reservoirs when needed. A safety valve is fitted to protect the system in the event of failure of Wet Tank check valve.

System components are Bendix-Westinghouse. Air reservoirs used are:

Wet Tank	Capacity 1200 cu. in.
Main Tanks (2)	Capacity 2550 cu. in.
Parking and Emergency Brake Tank	Capacity 1200 cu. in.

Auxiliary Tank for Accessories	Capacity 2800 cu. in.
Total Reservoir capacity	7750 cu. in.

B.W. automatic drain valve with manual release feature is fitted to each tank. In the event of air loss in main system, a check valve prevents loss of air pressure in the Parking and Emergency Brake tank.

The braking system is protected against pressure failure in auxiliary system by pressure protection valve, which does not permit air to accessories below 65 psi pressure in main system.

To protect against damage from excessive air pressure, pressure reducing valves are used where needed on accessories.

Warning of low air pressure is by buzzer and signal light.

GENERAL DIMENSIONS

Overall length over bumpers	40'0"
Overall width over fenders	96"
Height overall, unloaded	133½"
Passenger Floor from ground, unloaded	55¾"
(Center) Aisle to ceiling	75½"
Floor to underside of parcel racks	60"
Aisle width	(optional 12.8") Standard 14"
Underfloor baggage capacity	330 cu. ft.
Overhead parcel racks capacity	85 cu. ft.
Wheelbase—front to drive axle	285½"
Front overhang	85½"
Rear overhang	109"
Wheels (9)	22.5" X 8.25" steel*
Tires	tubeless 14 ply "G" rated 1200X22.5"

*Optional wheels and tires available

FLOOR

The passenger platform floor is flat throughout with no recessed aisle, seat platforms or wheel housings. Flooring is of Marine plywood with special soundproofing treatment on the underside. Floor covering is R.C.A. heavy rubber with foam rubber bonded to the underside to provide "cushion-flex" walk and additional sound-proofing. Driver floor covering is of non-slip heavy duty vinyl. Passenger Platform is covered with non-skid R.C.A. ribbed covering with integral white nosing on front edge.

STEPWELL

Stepwell is of molded reinforced fiberglass with three steps, with tread being recessed to receive an insert of long wearing, non-skid R.C.A. ribbed covering, which has an integrally molded white nosing. Stepwell is illuminated by four lights operated automatically when entrance door opens.

SEATING ARRANGEMENT

The standard seating arrangement (with washroom) is for 46 passengers, with 23 double reclining seats, 12 on left and 11 on right. Optional seating arrangements, with or without washroom, are available.

SEATS

Deluxe passenger seats, developed exclusively for Eagle, feature 6 reclining positions with cushion moving forward as seat reclines, and 3-position adjustable headrest. A heavy duty seat frame and durable recline mechanism reduce to a minimum the need for repairs. Stainless steel nylon-bushed foot-rests are adjustable to 4 positions. Seat reservation markers on all seats are provided.

Long-life resiliency of Poly-Foam cushions prevents compression sag, insuring retention of proper fitting of seat covers, and providing added passenger comfort. Seats are upholstered in removable covers of quality fabric and vinyl combinations of harmonizing colors and patterns. Seats are bolted to aluminum seat rails mounted to body frame at wall side and flush mounted in continuous seat track in floor at aisle side.

DRIVER'S SEAT

Seat is fully adjustable giving height, tilting, fore and aft seat back adjustment. Seat belt with retractor is provided for driver's seat; seat and belt meet D.O.T. requirements.

BAGGAGE COMPARTMENTS

Underfloor baggage compartment has extruded aluminum transverse ribbed flooring over reinforced aluminum sub-floor. On each side three full width access doors of equal size fold upward on opening, reducing side clearance requirements by one-half. Capacity of 330 cubic feet is fully usable. Open web construction between compartments allows stowing of long, narrow pieces. Door openings are sealed against moisture and dust. Access doors have compressed air cylinder props to reduce lift effort and slam closing. Upward travel of door is arrested at a position to prevent possible damage to door or coach side.

Interior parcel racks are of panel type covered on the top side and underside with melamine-type hard surface material. Flush mounted indirect lights on rack edges provide illumination of interior. Retaining cords are provided.

ENTRANCE DOORS

Double entrance doors are flush mounted and open outward sufficiently to provide space for sliding action to rest close to body. No more than 5" side clearance is needed for full opening operation. Doors are operated from auxiliary air tank. Driver's control is mounted on left side of dash adjacent to driver's sliding window to facilitate use from outside the coach. An emergency release control is located in step-well area to meet regulations. An additional control valve for maintenance department use is located on the exterior just beneath entrance door. Both doors are equipped with lower glass openings to provide driver visibility of curbs or other low obstructions not visible through upper door glasses. Brackets for padlocking are fitted to bottoms of doors.

WINDOWS

Side windows are mounted in 16 black anodized aluminum sashes, 8 on each side. Each is divided horizontally in a large push-out type window lower section, and a small inward tilting upper section for rain-proof ventilation, should this be required. Side windows are glazed with graded tint safety plate glass. Upper and lower windshields, driver's window, entrance door sash and rear windows are glazed in heavy rubber with safety plate glass of varying tint density depending on location. Rear window provides emergency exit and all windows meet Federal Safety Standards. Window posts are of narrowest width possible to provide full, unobstructed vision for passengers.

All left and right glasses, except rear side windows, are interchangeable. Drip moldings (or gutters) are placed above side windows, lower windshield, driver's window and entrance door.

FRONT AND BOGIE AXLE

The front axle is independent suspension type incorporating Rockwell Standard FF921 axles. Wheel load is carried on tapered roller bearings. King pin arm is heavy-duty with straight king pin. Brake drums, back plate, brake shoes, hubs and bearings are interchangeable with Bogie axle.

The Bogie axle is independent suspension type with trailing arm also incorporating Rockwell Standard FF921 axles.

REAR AXLE

Rear axle is hypoid full floating type Rockwell Standard R 162 with 3.7 to 1 ratio.

BRAKES

Service brakes are internal expanding 2 shoe type at each axle, air operated by 24" diaphragm actuators at front, 12" at bogie and 30" at drive axle.

Emergency and parking brake is air operated Bendix-Westinghouse DD-3 mechanical lock consisting of actuators, park valve and push-pull control valve mounted at right of driver's seat. System conforms with requirements of all applicable Federal vehicle regulations.

SUSPENSION

Goodrich Torsilastic torque-rubber springs at all locations provide effective insulation of coach body from adverse roadway conditions by absorption through torsion of rubber. Torsilastic springs have long life expectancy and are adjustable for torsional strength as needed. No lubrication of springs is required.

Effective mounting points of springs are located close to perimeter of coach body to provide maximum stability, eliminate side sway and enhance "roll stability."

Adjustable torque radius rods are provided at drive axle. Double acting shock absorbers are installed on all axles, two on each side of drive axle.

STEERING

Ross TE series variable ratio cam and lever type. Steering wheel is 3-spoke 22" diameter moulded plastic.

PROPELLER SHAFT

Spicer 4" diameter tubular shaft with 1710 series needle bearing universal joints with "Glide cote" on spline ends.

ENGINE

General Motors Detroit Diesel V-Type Model 8VA-71 N series 8 cylinder 2 cycle.

Piston displacement of 567.4 cu. in.

Compression ratio: 18.7 to 1

Bore and stroke: 4 1/4" x 5"

Injectors N-60

BHP at 2100 R.P.M.: 290

Mechanical speed limiting governor is provided. 900 R.P.M. high idle switch is located on driver control panel.

Accessibility to engine is provided from large lift-up center door, hinged doors at each corner of coach and removable interior floor panels. In addition, condenser and fan assembly is hinged at forward side and can be swung outward.

AUTOMATIC ENGINE SHUT-DOWN

Controls to automatically shut down engine if oil pressure or coolant temperature reach dangerous levels are provided in standard coach. An over rule switch is actuated in low gear operation, permitting moving of coach short distances.

ENGINE LUBRICATION

Large capacity gear type oil pump delivers 34 gallons per minute at 1800 R.P.M. Intake is located at low point in oil pan and is covered by large removable screen. Pump is driven by crankshaft and supplies lubrication under pressure to all crankshaft, camshaft, connecting rod and piston pin bearings and bushings.

CLUTCH

A Long 17-inch dry single plate clutch is used. An air-assist mechanism to minimize dis-engagement effort is provided. Ball-type joints are used in the clutch control linkage which requires no lubrication nor maintenance.

TRANSMISSION

Spicer No. 8844A constant mesh four forward speed mechanical transmission is bolted to engine. Ratios are — First 4.30-1, Second 2.28-1, Third 1.44-1, Fourth direct and Reverse 6.0-1. Magnetic drain plug in transmission case removes metal cuttings from gear lubricant. Shifting is through positive two-rod control by shift selector. A solenoid controlled by a switch on driver's control panel is provided for reverse shifting.

STARTING MOTOR

Delco-Remy 12-volt starting motor is operated by a solenoid on the starter and controlled by starter button on driver's control panel. Starter incorporates sprag type overrunning clutch drive with totally enclosed shift lever, sealed to prevent entrance of dirt and oil.

GENERATOR — REGULATOR

Electrical system is 12-volt negative ground. Delco Remy 12-volt, 250 ampere Delcotron-Alternator is belt driven by engine auxiliary gearbox. An adjustable rod maintains belt tension. Alternator has rectifying diodes, stationary field assembly and no brushes nor commutators. Rotor drive-shaft is supported by sealed ball-bearings. Alternator is air cooled and bearings are lubricated by engine lubrication system. Voltage regulator, mounted in engine compartment, is transistor-type. Voltage adjustment is by means of an external screw.

BATTERIES

Two heavy-duty 12 volt, 205 Ampere hour capacity bus batteries in parallel giving 410 Ampere hour capacity at 20 hour rate. Batteries are mounted on acid resistant fiberglass roll-out cradles located in ventilated compartments behind each drive wheel. Access to compartments is through exterior door on each side of coach. Battery disconnect switches to shut off current to electrical system is located in a protected area accessible through rear engine compartment door.

GENERAL ELECTRICAL

All electrical controls and relays are concentrated on one front panel below driver's switch panel and one rear panel in engine compartment. Front panel has an exterior access door. Both panels are enclosed to avoid dust, water, etc. All circuits are protected by suitable circuit breakers. All wiring is stranded with oil resistant plastic insulation. Terminals are of the quick connecting type.

HEATING AND AIR CONDITIONING

A combination heating and cooling system employing reheat principle, provides adequate capacity of conditioned, filtered air for all climatic and weather conditions. Centrifugal type blowers, driven by two 12-volt 1 horsepower 2-speed motors deliver 3000 CFM of air, 20% of which is fresh air drawn into the system from outside the coach. A control is provided to reduce intake of outside air to be heated under extreme cold weather conditions. Thermostatic controls insure uniform interior temperature.

Heater core of 140,000 BTU capacity and evaporator core are mounted on sliding tray in rear baggage compartment for ready accessibility.

Driver heater and defroster has capacity of 40,000 BTU and is individually controlled. An air-mixture selector enables air to be drawn into the system from inside or outside of coach.

Compressor is 7 1/2 ton capacity, heavy-duty 3 cylinder fully unloading type mounted in the rear engine compartment and directly driven off main engine. Compressor runs continuously and loads or unloads as required. Condenser is located at right rear behind drive axle.

Condenser fan is 6 blade 28" diameter, providing ample air circulation through core.

SAFETY EQUIPMENT AND TOOLS

The following is supplied in standard coach:

First Aid Kit	1 CP 2 3/4 Fire Ext.
2 Hydraulic Jacks (8 ton)	3 triangular reflectors
Lugwrench and handle	Decal "Stand Behind White Line"
1 Flare Kit	

