Yellowstone
2010
NATURALLY the best Value
**Features & Benefits**

- **Cummins ISB 300HP Diesel Engine**
  - 620 LBS.-FT. OF TORQUE - 22.5" TIRES (324)
- **Cummins ISB 340HP Diesel Engine**
  - 660 LBS.-FT. OF TORQUE - 22.5" TIRES
- **22,000 GVRW Freightliner 60 Gal. Fuel (324)**
- **27,000 GVRW Freightliner 80 Gal. Fuel (325)**
- **55 - Degree Wheel Cut**
- **80" PARABOLIC LEAF SPRING / SACHS SHOCKS**
- **Bosch Disc Brakes W/4-Wheel ABS**
- **Lowered Center of Gravity**
- **Lowered Engine Mount**
- **15,000 Mile Oil Change Interval**
- **5-Year / 100,000-Mile Coolant**
- **400% Longer-Life Transmission Fluid**
- **Readily Identifiable Service Points**
- **5 Speed Allison Transmission (300 Cummins)**
- **6 Speed Allison Transmission (340 Cummins)**
- **Hardwood CabineY**
- **Seamless Fiberglass Roof**
- **Galvanized Steel Compartment s**
- **Flush Floor Slide Out Rooms**
- **13,500 BTU H-Ducted Roof A/C**
- **40,000 BTU Furnace**
- **Corian Kitchen Countertops**
- **30" Convection Oven**
- **3-Burner Range Top**
- **Large Double Door 2-Way Refrigerator**
- **10 Gallon Water Heater**
- **7.5 Diesel Quiet Generator**
- **Jack Leveling System**
- **Color Back-Up Monitor w/ Sideview Cameras**
- **6,000 Lbs. Hitch (N/A 325)**
- **Electric Ignition Water Heater w/ BY-Pass Valve**
- **85" LP Gas Bottle**

**Popular Options**

- **13,500 BTU Ducted Rear A/C**
- **3-Speed Fantastic Fan**
- **20" Flat Screen Bedroom TV**
- **Heated / Remote Mirrors**
- **Economizer Package**
- **GPS Navigation System**

**FRED Facts**

*The real advantages of FRED Diesel Engine*

**Performance** • Front Engine configuration uses natural motion and ram air to cool the engine allowing the valuable horsepower to concentrate on powering the coach, not cooling the engine.

**Efficiency** • The front Engine Diesel chassis touts a fuel economy of an estimated 12-13 MPG *

*Estimated mileage per gallon may vary due to road conditions, terrain, driver habits, cargo weight, or towing.

**Stability** • By moving the Engine to the front of the unit and by increasing the wheelbase by 20" we create a more comfortable ride. This also eliminates porpoising (the forward and aft rocking caused by the engine being placed in the rear of a unit with a smaller wheelbase). A more stable ride means less wear on the unit and on the driver.

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**Model 324 FRED**

<table>
<thead>
<tr>
<th>Chassis</th>
<th>Freightliner</th>
<th>Wheelbase</th>
<th>228&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>300 Cummins</td>
<td>Fresh</td>
<td>57 gal.</td>
</tr>
<tr>
<td>Fuel</td>
<td>60</td>
<td>Grey</td>
<td>50 gal.</td>
</tr>
<tr>
<td>GVWR</td>
<td>22,000</td>
<td>Black</td>
<td>50 gal.</td>
</tr>
<tr>
<td>Length</td>
<td>33&quot;</td>
<td>LP Gas Tank</td>
<td>85 lbs.</td>
</tr>
<tr>
<td>Width</td>
<td>100&quot;</td>
<td>Furnace (BTU's)</td>
<td>40,000</td>
</tr>
<tr>
<td>Height w/A/C</td>
<td>12-0&quot;</td>
<td>A/C Front (BTU's)</td>
<td>13,500</td>
</tr>
<tr>
<td>Interior Height</td>
<td>84&quot;</td>
<td>Water Heater w/DSI</td>
<td>10 gal.</td>
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<tbody>
<tr>
<td>Engine</td>
<td>340 Cummins</td>
<td>Fresh</td>
<td>50 gal.</td>
</tr>
<tr>
<td>Fuel</td>
<td>50</td>
<td>Grey</td>
<td>50 gal.</td>
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*Estimated length from front to rear toy.