I've found the cause of my ride height problems: Today we tried to install the adjustable pork chops I ordered from JimK. When I removed the #4 chassis crossmember to R&R the pork chops, I started on the driver's side. As soon as I released the isolator mounting bolts, the crossmember slid toward the passenger side. I had to use a big soft faced hammer to drive the crossmember & pork chop from the end of the torsion bar. To my surprise, the torsion bar did not come out of the A-arm during all that. When I got the pork chop free, the loose end of the bar sprang about 3 inches toward the right side of the coach.

After scratching my head for a while, I decided I'd better pull the torsion bar and check it for straightness. But it wouldn't budge from the A-arm socket -- no way, no how. I finally wound up with a 10,000# tie-down strap wrapped around the TB in such a way that increasing tension tightened the strap's grip, even when pulled parallel to the TB. With the strap anchored farther aft on the chassis, I tightened it as much as I could. The TB still would not budge. Hammering on the TB with a soft faced hammer didn't help. Knowing that the bar slid in easily, with plenty of grease applied, 2 weeks ago, I figured something had to be wrong that I couldn't see, so I ground the welds from the forward cap on the A-arm socket, and pried it out. Lo & behold, the bar was twisted 30* in the socket! The attached photos show that view and what I subsequently discovered. To remove the bar, I had to put a 1-1/2" combination wrench on the free end, and a lever on that. By turning the TB clockwise (opposite the CCW loading direction), I was able to unlock the forward hex end from the locked position in the A-arm socket. The TB then slid out easily.

Not visible in the photos, but clearly seen with the naked eye are the marks showing that when we installed the TB, it was seated with about 1/2"-3/4" of the 1-1/8" long hex on the un-damaged aft section of the socket. During my 12 mile test drive, the bar slid forward into the previously formed depressions, dropping the ride height by that several degrees of rotation. That's why I had such a drop from normal to -2" ride height. And why I could no longer achieve normal height, even with long-as-possible adjusting screws.

It would have been difficult for anyone to have seen the damage from the aft end of the socket. And it would be very difficult to reinforce the area where the damage occurred -- it's concealed by the formed upper shell of the A-arm.

Our stuff is getting OLD. :-(