

24076 Reedy Dr.  
Elkhart, IN 46514  
(574)-266-5551 (Office)  
(574)-206-9296 (Fax)

---

## **THREADED-ROD REPLACEMENT** **MANUAL #400001**

### **ROD REMOVAL**

1. From Inside/top of Glide Out floor, locate and remove threaded-rod access panel.
2. Position Glide Out room so that the threaded glide block is completely visible and accessible through access hole\* (see Detail 1A or 1B depending on style of threaded block installed).
3. For the original style threaded blocks, remove the two (per block) 5/16-18 x 2-1/2" socket head cap screws from the threaded glide blocks (see Detail 1A). For the T-block style threaded blocks, remove the two (per block) 3/8" socket head shoulder screws (see Detail 1B). Do this on both sides of the floor for each threaded rod.
4. Push room out to its full extension.

### **MOTOR SIDE:**

5. Determine which rod coupling is installed (see Detail 2):

**"Slotted" style rod coupling:** remove only the 3/16" x 1" slotted spring pin

**"Enclosed" style rod coupling:** remove both the 3/16" x 1" and 1/4" x 1" slotted spring

6. By hand, rotate the threaded-rod to turn rod coupling off the output shaft of motor.
7. In a downward angle, pull threaded-rod & glide block assembly out from floor.

### **RIGHT ANGLE GEARBOX SIDE:**

8. Determine which rod coupling is installed (see Detail 3):

**"Slotted" style rod coupling:** remove only the 3/16" x 1" slotted spring pin

**"Enclosed" style rod coupling:** remove both the 3/16" x 1" and 1/4" x 1" slotted spring

9. By hand, rotate the threaded-rod to turn rod coupling off the output shaft of motor Right Angle Gearbox.
10. In a downward angle, pull threaded-rod & glide block assembly out from floor.

\*Note: If bad threaded-rod is not turning by normal methods, rotate rod by the use of vice grip style pliers.

## **ROD INSTALLATION**

11. Using the glide block from the replaced threaded-rod or a supplied new one, spin the glide block onto threaded-rod. Be sure the glide block is correctly orientated on the threaded-rod (see Detail 1).
12. Using the rod coupling from replaced threaded-rod or a supplied new one, thread the coupling onto the turned down end of new threaded-rod. Rod coupling should be engaged onto threaded-rod enough to allow clearance for output shaft onto motor or right angle gearbox.
13. Slide threaded rod assembly through the bronze bushing located towards the inside of Glide Out room and into the floor.
14. **For “Slotted” rod coupling:** Rotate threaded-rod and/or rod coupling by hand until rod coupling *completely* engages the ¼” x 1” slotted spring pin mounted onto output shaft of motor or right angle gearbox. Move threaded-rod in a forward and backwards motion to ensure proper engagement. Threaded-rod should be slightly snug, but not tight. No excess amount of movement should be present.

**For “Enclosed” rod coupling:** Rotate threaded-rod and/or rod coupling by hand until rod coupling *completely* engages the output shaft of motor or right angle gearbox. Move threaded-rod in a forward and backwards motion to ensure proper engagement. Threaded-rod should be slightly snug, but not tight. No excess amount of movement should be present. Align bigger through hole in rod coupling with through hole in output shaft of motor or right angle gearbox. Install new 1/4” x 1” slotted spring pin through both rod coupling and output shaft of motor or right angle gearbox, evenly.

15. Using a 3/16” drill bit, create a hole through the threaded-rod using the existing smaller through hole in rod coupling as a guide.

**For “Slotted” rod coupling:** Drill through the threaded-rod to the other existing hole in rod coupling. Take care in getting this through hole aligned as best as possible with hole on other side of rod coupling.

**For “Enclosed” rod coupling:** Drill through the threaded-rod *and* through the other side of rod coupling. Take care in getting this through hole centered through threaded-rod as best as possible.

16. Install new 3/16" x 1" slotted spring pin through both rod coupling and threaded-rod, evenly.
17. Check "timing" of the floor. *Both threaded glide blocks on motor and right angle gearbox side must be at approximately the same location on each threaded-rod.*

To check: from outside and underneath Glide Out room, measure from outside edge of floor to threaded glide block on motor side. Note this dimension. Next, measure from outside edge of floor to threaded glide block on right-angle gearbox side (opposite side of motor side). Compare these two measurements. If glide blocks are at the same approximate location (+/- 3/16"), skip to step 20.

If threaded blocks are off, timing is required as follows (depending on type of glide block installed):

**Original style threaded block (see Detail 1A):** From access panel inside of unit, spin the threaded glide block on threaded-rod on motor side to be the same approximate distance measured on right angle gearbox side.

**"T"-style threaded block (see Detail 1B):** Using the manual cranking system for the Glide Out (usually located on the outside of the unit on the right angle gearbox side), manually rotate the rod to move the threaded block to be the same approximate distance measure on the motor side (another method is to turn the cross-shaft located underneath the Glide Out that is connected to the right angle gearbox by the use of a wrench).

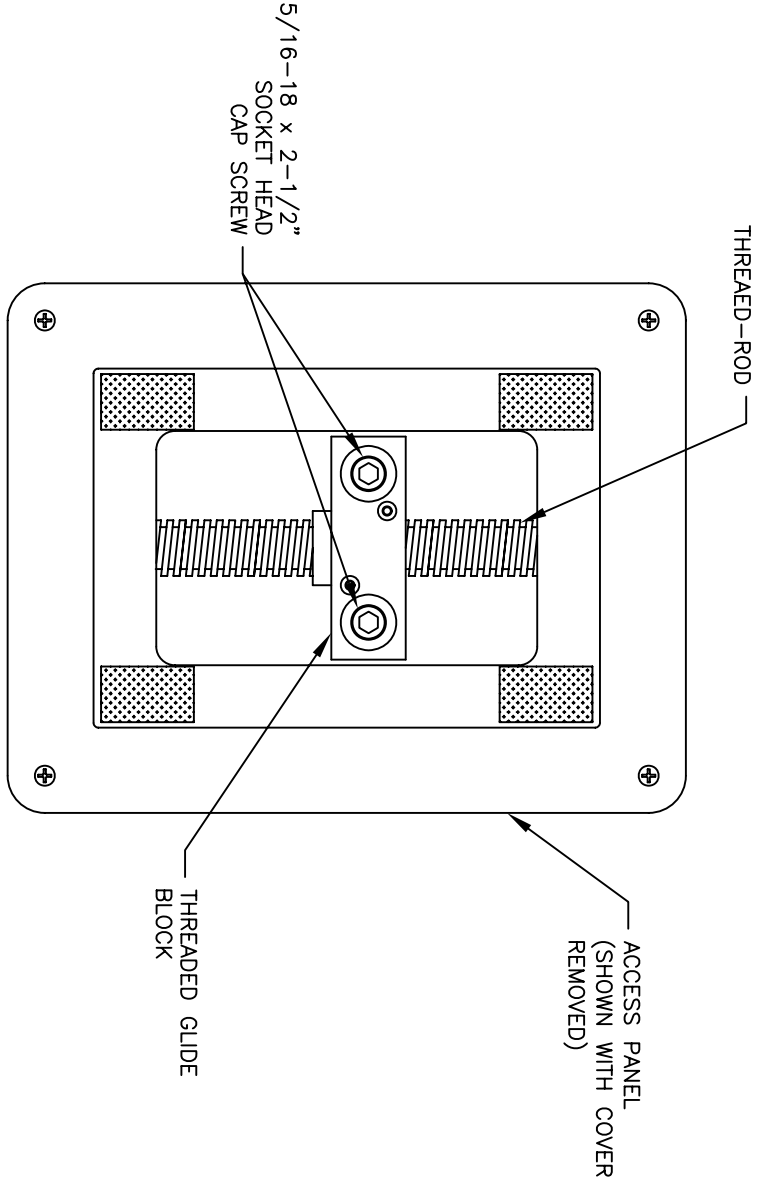
18. Slide cross-shaft onto output shaft of motor. Re-install clevis pin and new cotter key.
19. If floor has a two-piece cross-shaft, re-install screw(s) that connected these two pieces together (see Detail 4). Self-tapping steel screws can be used to re-install loose plastic corrugated bottom panel.
20. Push Glide Out room far enough into coach until the glide blocks are positioned over the wall frame bottom centerpiece (see illustration 1). If original threaded glide blocks are supplied on floor, install the 5/16" socket head bolts (located in supplied hardware kit) into the aluminum threaded block (see illustration 1A). This is to anchor the aluminum block to the press nuts located on the centerpiece wall frame tab(s). When these bolts are installed for a final installation, a mild lock tight should be used to keep bolts from backing out. **Do not tighten these all the way down.** Only turn bolts in approximately 1/4" below the top of the aluminum block.

This is to allow the aluminum block(s) to “float” up and down with the adjustment of the Glide Out room seal adjustment(s).

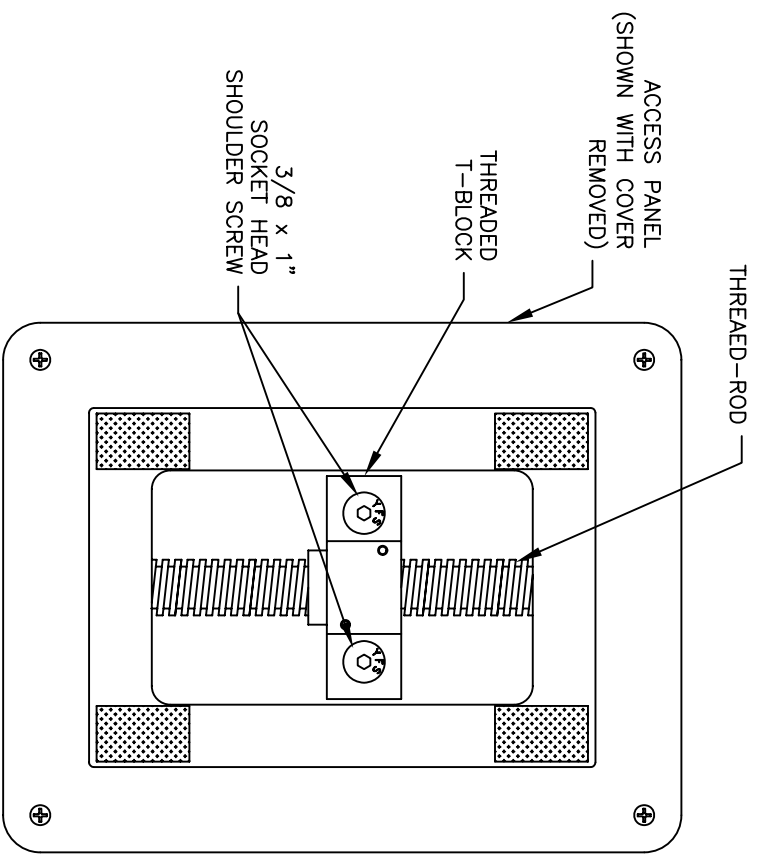
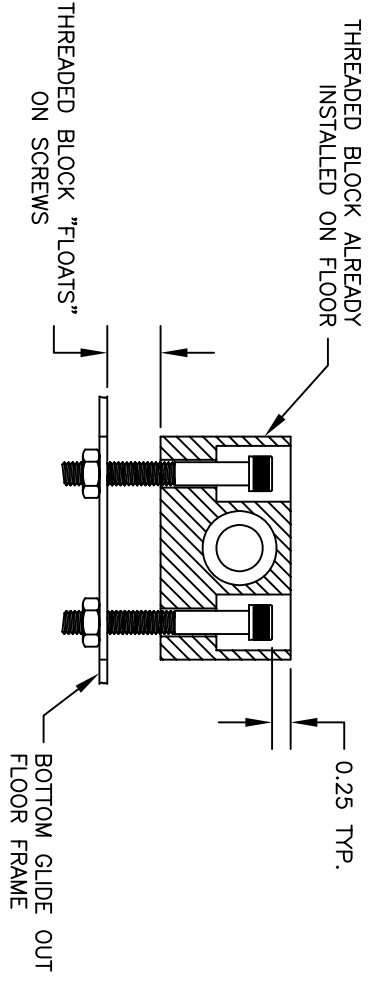
If threaded T-block is supplied on floor, install the 3/8” socket head shoulder screws (located in supplied hardware kit) into the aluminum T-blocks (see illustration 1B). This is to anchor the aluminum block to the press nuts located on the centerpiece wall frame tab(s). When these bolts are installed for a final installation, a mild lock tight should be used to keep bolts from backing out. Snuggly tighten these all the way down. The aluminum T-block(s) must be able to “float” up and down with the adjustment of the Glide Out room seal adjustment(s).

21. Replace all removed access panels and operate the floor normally. Make any adjustments as needed.

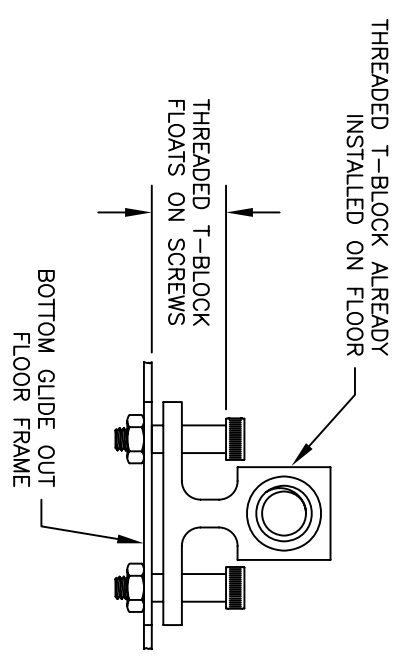
Approximate Completion Time: 20 – 30 minutes



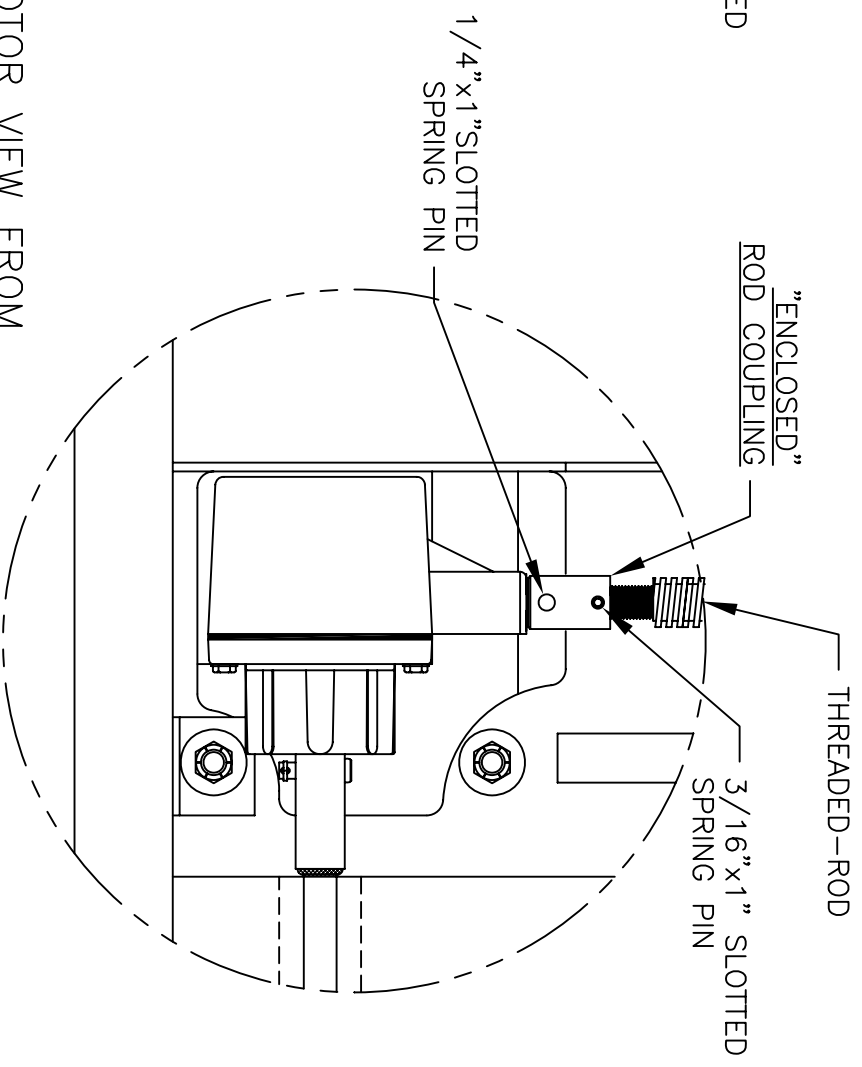
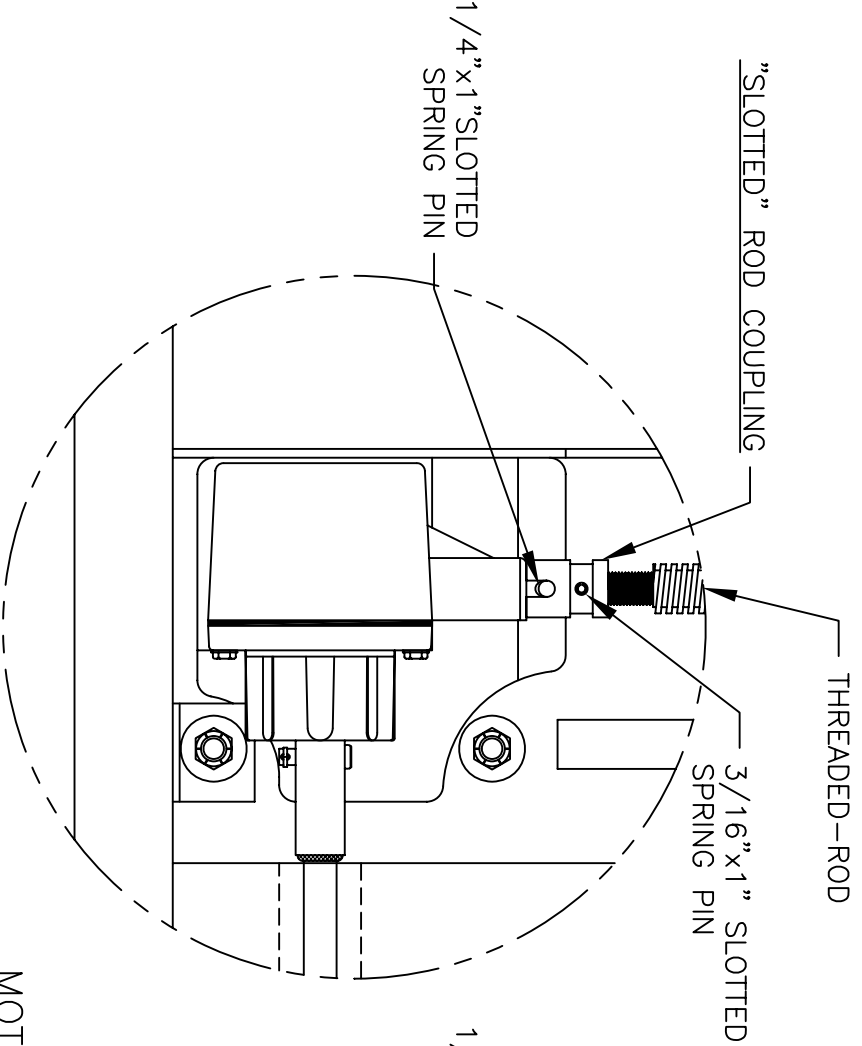
DETAIL 1A



DETAIL 1B

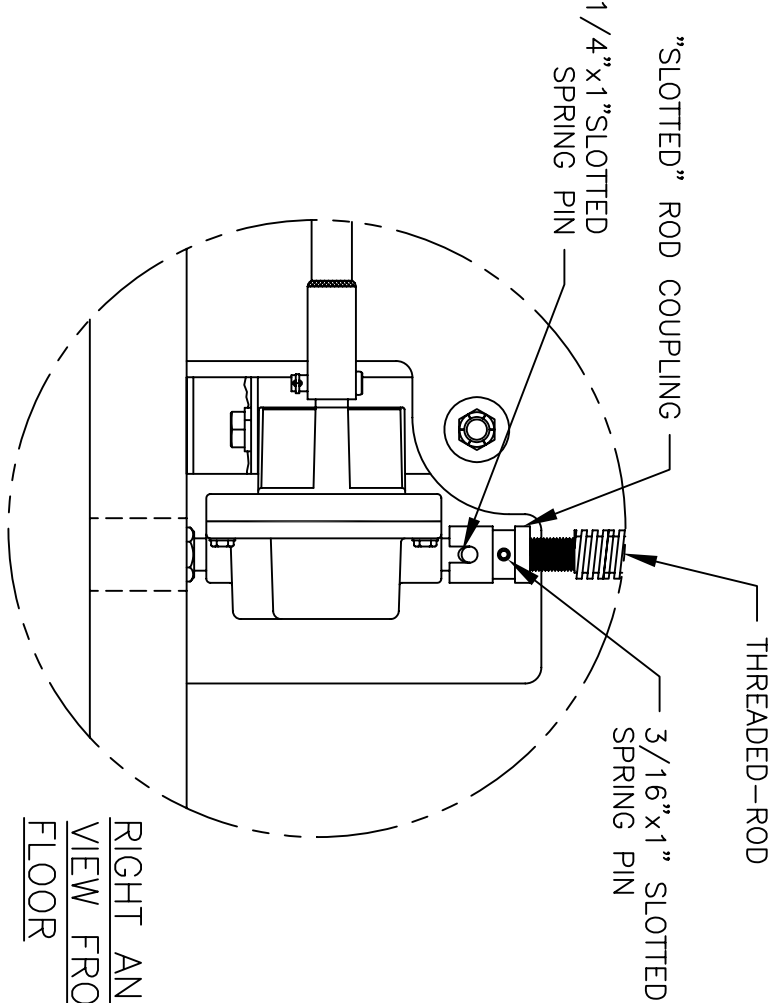


# DETAIL 2

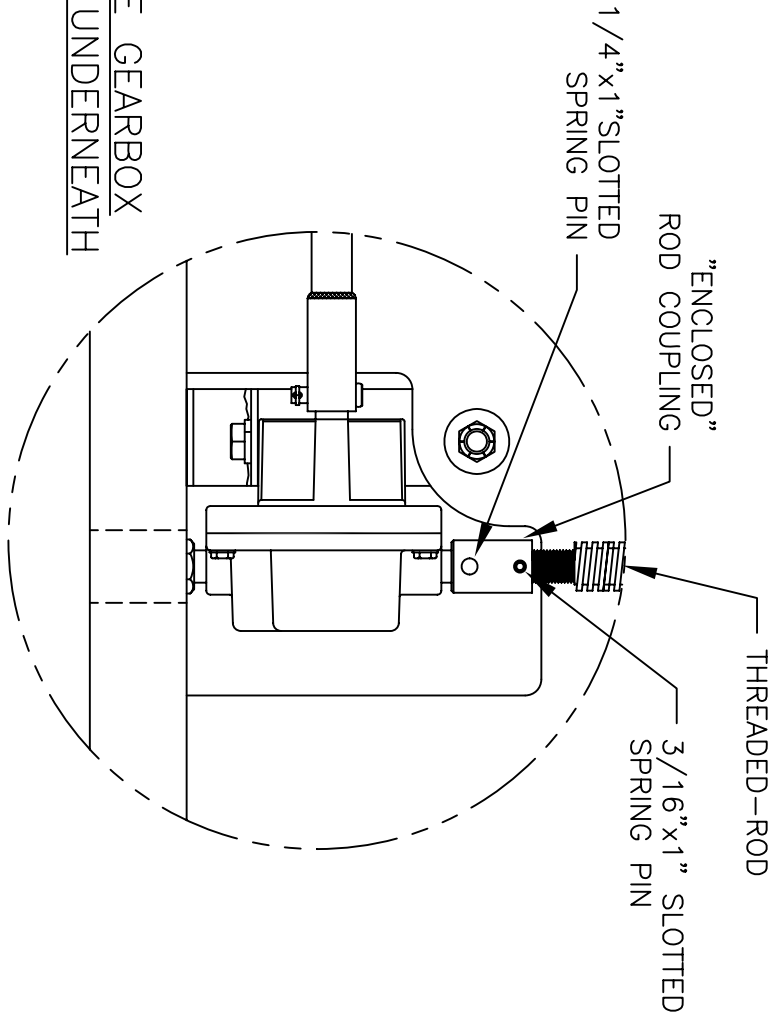


MOTOR VIEW FROM  
UNDERNEATH FLOOR

# DETAIL 3



RIGHT ANGLE GEARBOX  
VIEW FROM UNDERNEATH  
FLOOR



# DETAIL 4

