

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

TIMING OF GLIDE OUT RECOMMENDATIONS MANUAL #400010

1. 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”), the floor is timed properly. If threaded blocks are off, timing is required.

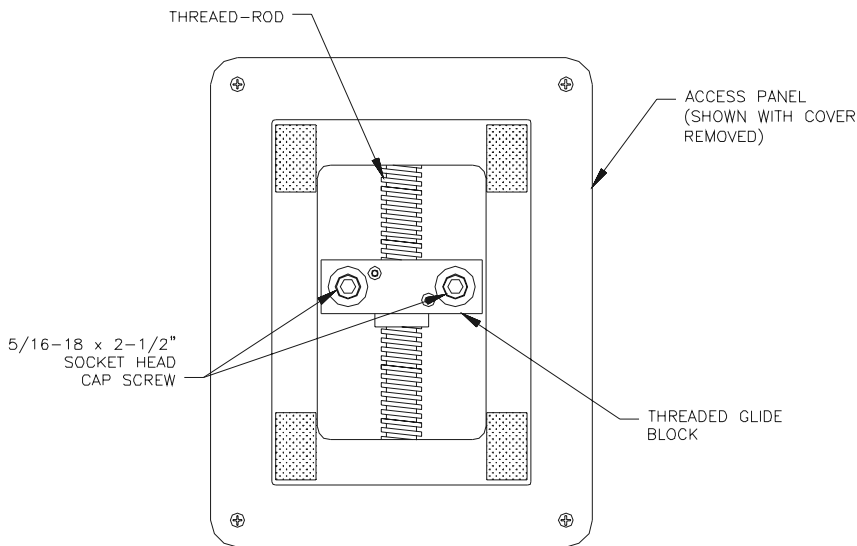
2. First, determine which threaded glide blocks are installed on the Glide Out floor (see Detail 1A or 1B). For “T”-style threaded block, skip to step 8.
3. **For original style threaded block (see Detail 1A):** From inside/top of Glide Out floor, locate and remove one of the threaded-rod access panels.
4. Position Glide Out room so that the threaded glide blocks are completely visible and accessible through access hole as shown in Detail 1A.
5. Remove the two 5/16-18 x 2-1/2” socket head cap screws from the threaded glide block (see Detail 1A).
6. Spin the threaded glide block on threaded-rod until it is in the same measured position as the opposite side threaded glide block.
7. Push Glide Out room far enough into coach until the loosened glide block is positioned over the wall frame bottom centerpiece tab. Re-install the 5/16” socket head bolts 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, 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).

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8. **For “T”-style threaded block (see Detail 1B):** Position Glide Out room in the outward (extended) position.
 9. From outside and underneath the Glide Out room (on **either** the gearbox side **or** motor side), remove the cotter key and clevis pin from cross-shaft (see Detail 2).

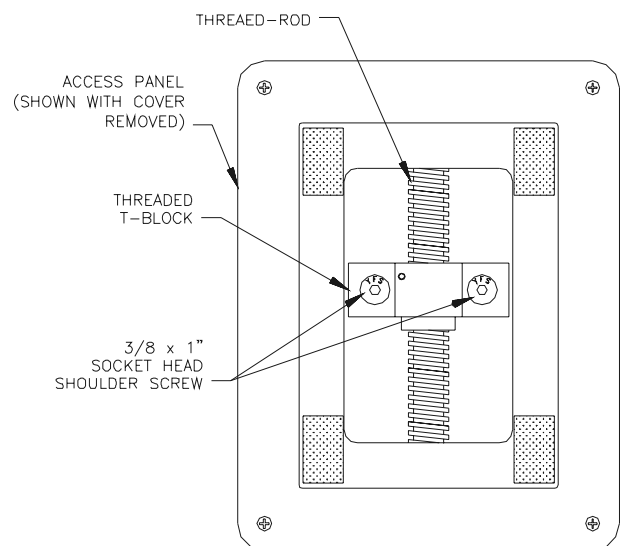
10. Using the manual cranking system for the Glide Out (usually located on the outside of the unit on the right angle gearbox side), manually rotate the rod to move the threaded block / Glide Out to be the same approximate distance measure on the opposite side (another method is to turn the cross-shaft located underneath the Glide Out that is connected to the right angle gearbox by the use of a wrench).

11. Re-install clevis pin and new cotter key (see Detail 2).

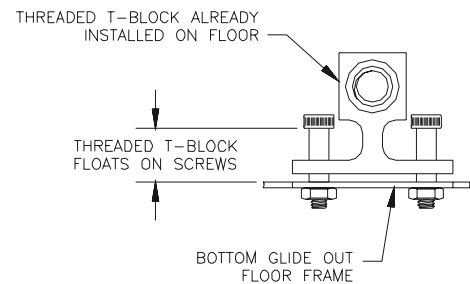
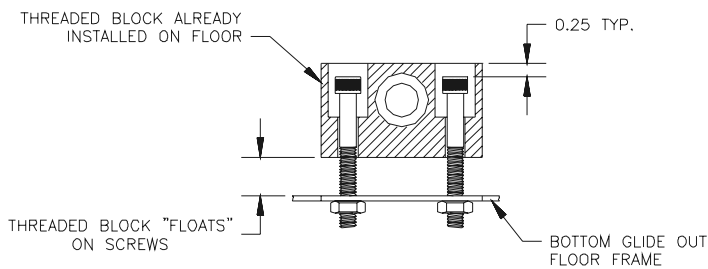
Approximate Completion time: 5 – 10 minutes.



DETAIL 1A



DETAIL 1B



DETAIL 2

