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## GEARBOX REPLACEMENT AND RECOMMENDATIONS MANUAL #400007

1. **REMOVAL OF GEARBOX:** From Inside/top of Glide Out floor, locate and remove gearbox side 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. From outside and underneath the Glide Out room (on the gearbox side), remove the cotter key and clevis pin from cross-shaft (see Detail 2A or 2B). Slide cross-shaft away from motor. If cross-shaft does not slide, certain floors may have one or two screws holding a two-piece cross-shaft together. The screw(s) must be removed in order to slide this cross-shaft away from the gearbox (see Detail 3). This *may* require part of the plastic corrugated bottom panel to be pulled away from the floor. Just enough of this paneling should be pulled away in order to access the necessary screws mentioned previously.
5. Determine which rod coupling is installed (see Detail 2A for slotted coupling or Detail 2B for enclosed coupling).

**"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" clevis pin (older version may have a 1/4" x 1" slotted spring in place of the clevis pin).

6. **"Slotted" style rod coupling:** By hand, rotate the threaded-rod to turn rod coupling off the output shaft of gearbox. *Do not remove threaded-rod.*

**"Enclosed" style rod coupling:** Screw coupler further onto threaded rod until it disengages from the output shaft of the gearbox. *Do not remove threaded-rod.*

\*Note: If threaded-rod is not turning by normal methods, rotate rod by the use of vice grip style pliers. However, by doing so may result in damaging the threaded-rod and, if so will be in need of replacement.

7. Remove the 3/8-16 x 1" bolt securing gearbox to angle bracket. Also, remove the 3/8-16 Nyloc nut & 3/8" flat washer (see Detail 2A or 2B).
8. From inside of Glide Out room, remove the two 3/8-16 bolts, and the 3/8" lock washer (See Detail 2A or 2B).
9. From outside of Glide Out room, pull gearbox downward and out.
10. **RE-INSTALLATION OF GEARBOX:** Place new right angle gearbox into opening in same configuration as it was removed (See Detail 2A or 2B).
11. From inside of Glide Out room, install the mounting hardware (the 3/8 lock washer & 3/8-16 x 1" bolt and 3/8-16 x 1-1/2" bolt. Hand tighten down (see Detail 2A or 2B).
12. From outside and underneath Glide Out room, install the 3/8-16 x 1" bolt and hand tighten. Also, install the 3/8 flat washer and 3/8-16 Nyloc nut and hand tighten as well.
13. **"Slotted" style rod coupling:** From outside and underneath Glide Out room, rotate threaded-rod by hand until rod coupling *completely* engages the 1/4" x 1" slotted spring pin mounted onto output shaft of gearbox. Also, through hole in rod coupling for the 3/16" x 1" slotted spring pin must align with through hole on end of threaded-rod.
- "Enclosed" style rod coupling:** From outside and underneath Glide Out room, rotate coupler until coupling *completely* engages the 1/4" output shaft of gearbox. Also, 1/4" through hole in rod coupling for the 1/4" clevis pin must align with 1/4" though hole on end of output shaft of gearbox.
14. Install new 3/16" x 1" slotted spring pin through both rod coupling and threaded-rod, evenly. Also, for the "enclosed" style rod coupling, install the 1/4" x 1" clevis pin with a new 1/16" x 1" cotter key.
15. Check "timing" of the floor. *Both threaded glide blocks on motor and right angle gearbox side must me 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 16.

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

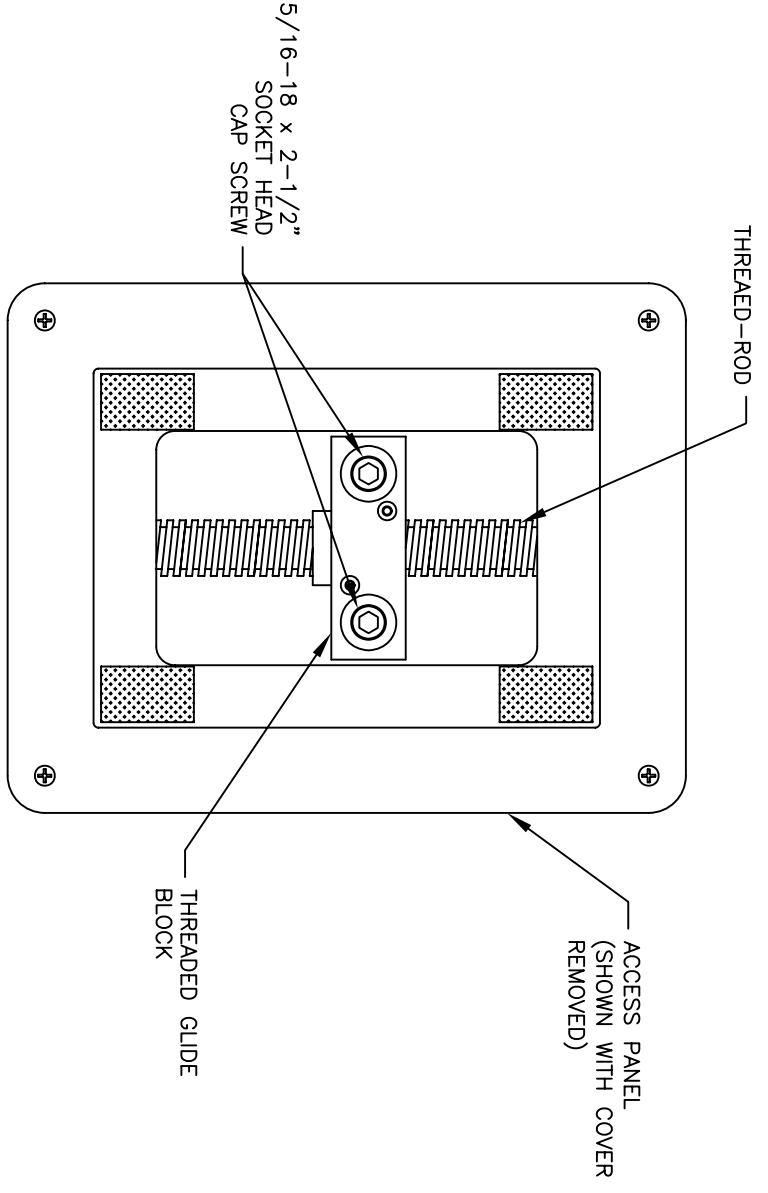
**Original style threaded block (see Detail 1A):** From access panel inside of unit, spin the threaded glide block on threaded-rod on motor side to be the same approximate distance measured on right angle gearbox side.

**“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).

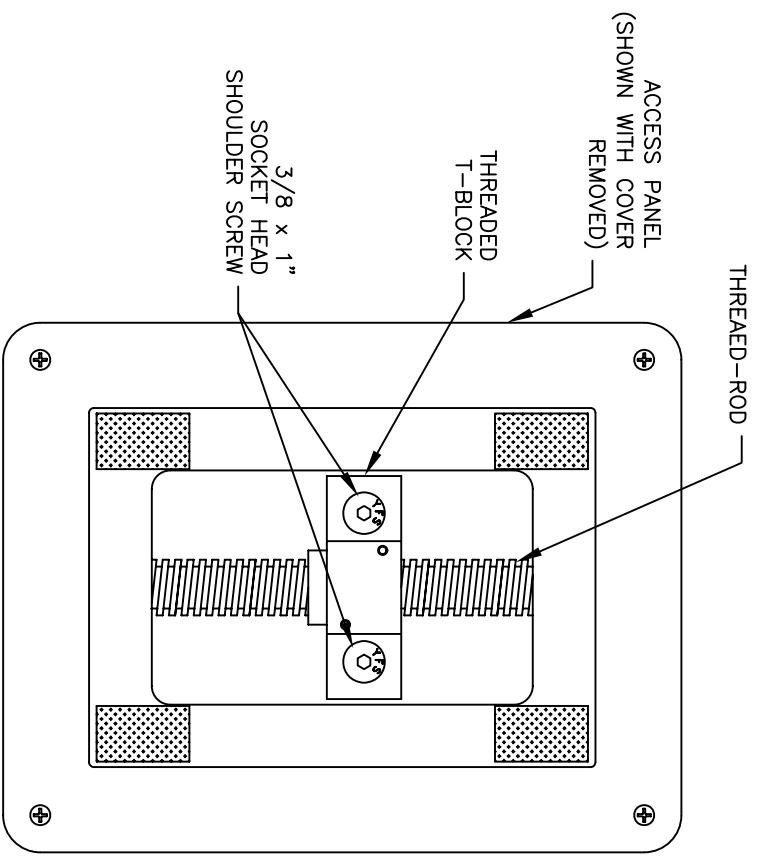
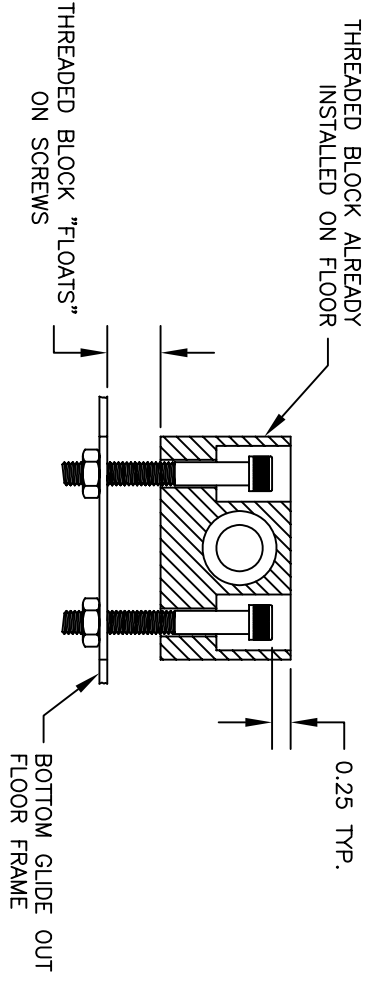
16. Slide cross-shaft onto output shaft of motor. Re-install clevis pin and new cotter key (see Detail 2).
17. If floor has a two-piece cross-shaft, re-install screw(s) that connected these two pieces together (see Detail 3). Self-tapping steel screws can be used to re-install loose plastic corrugated bottom panel.
18. Tighten all mounting hardware for gearbox at this time.
19. 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).

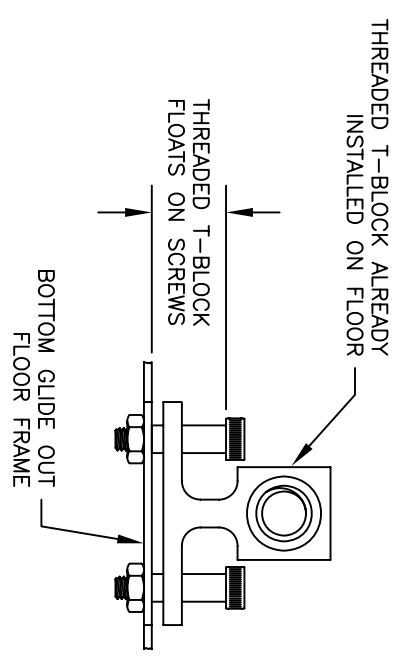
20. Replace all removed access panels and operate the floor normally. Make any adjustments as needed. Approximate Completion time: 30 – 45 minutes.



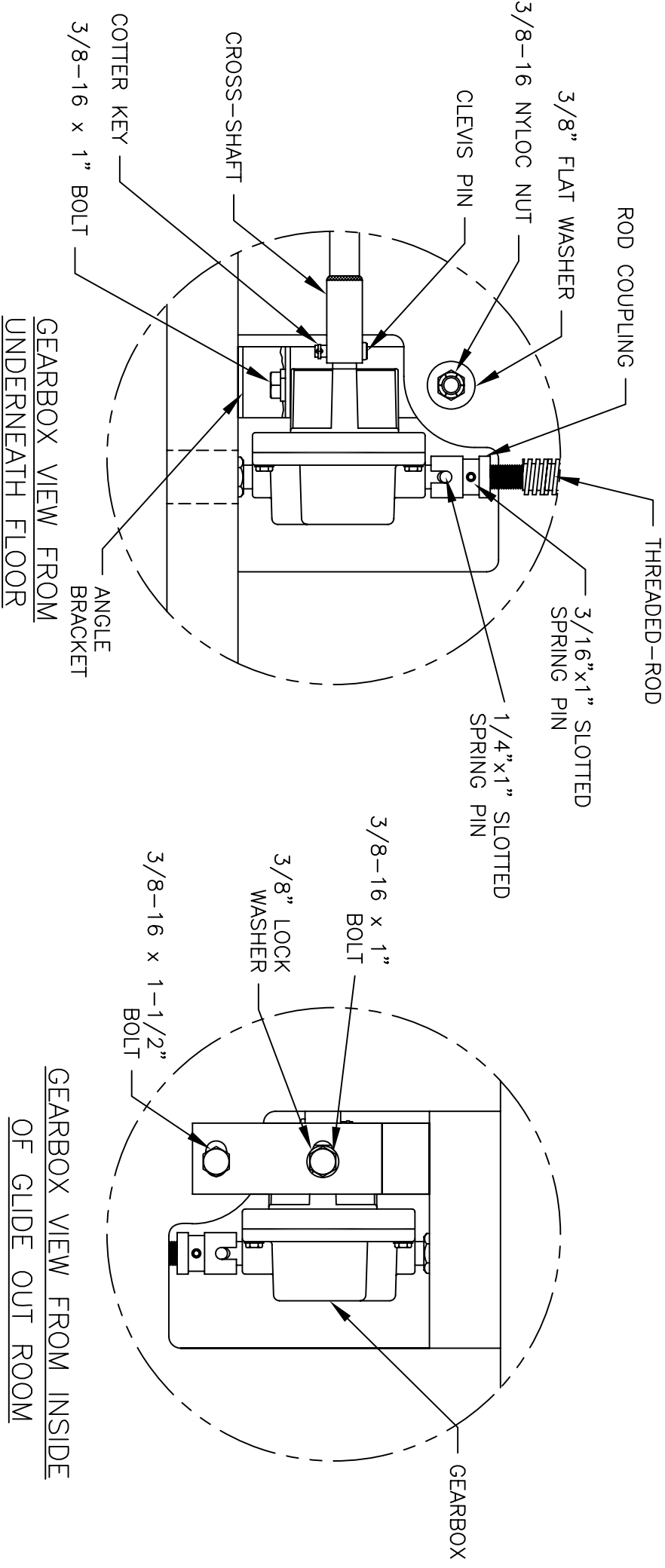
DETAIL 1A



DETAIL 1B

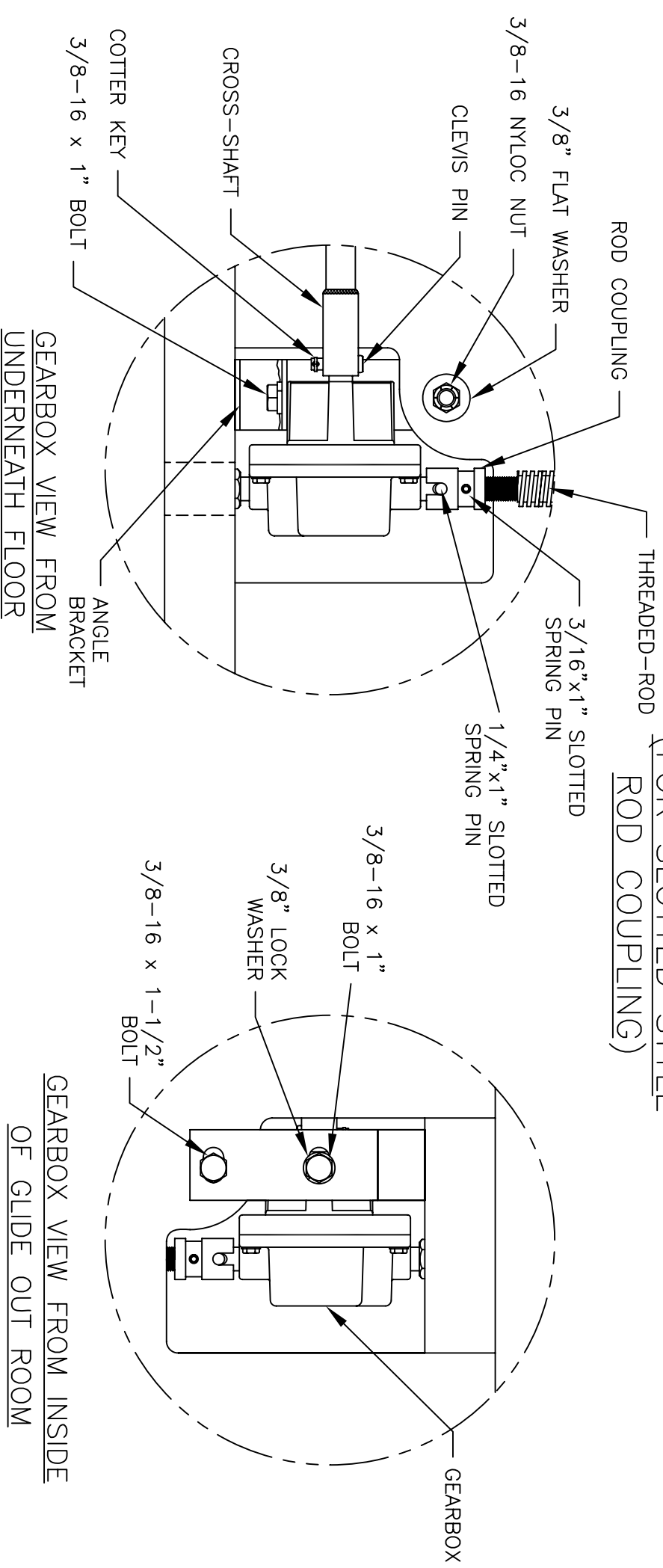


# DETAIL 2



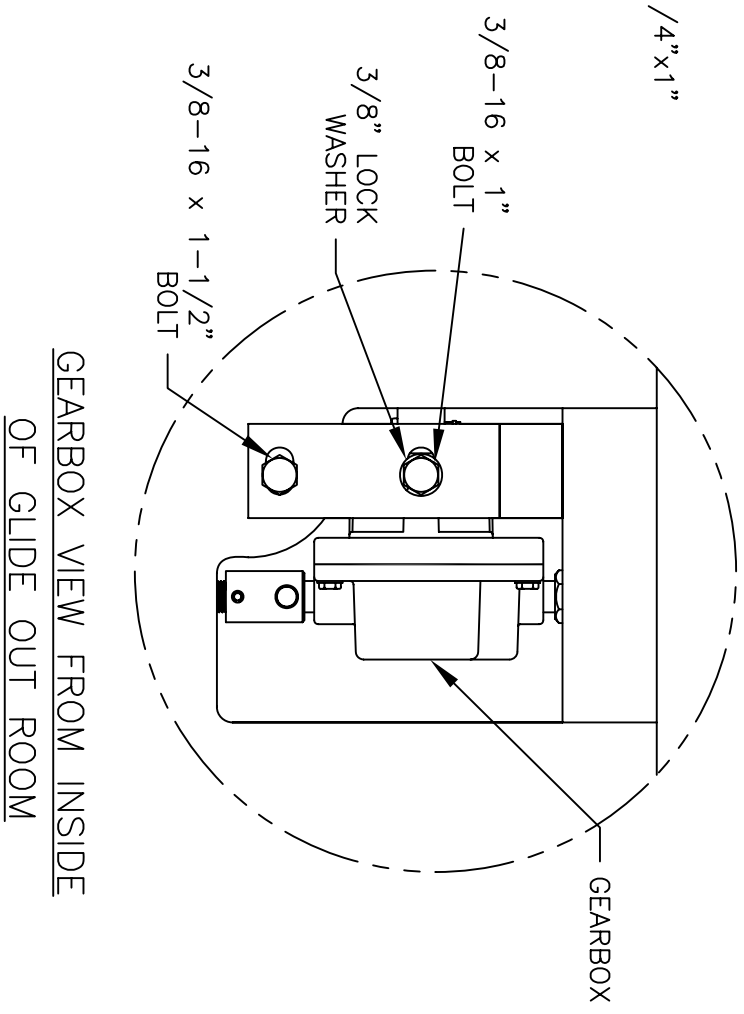
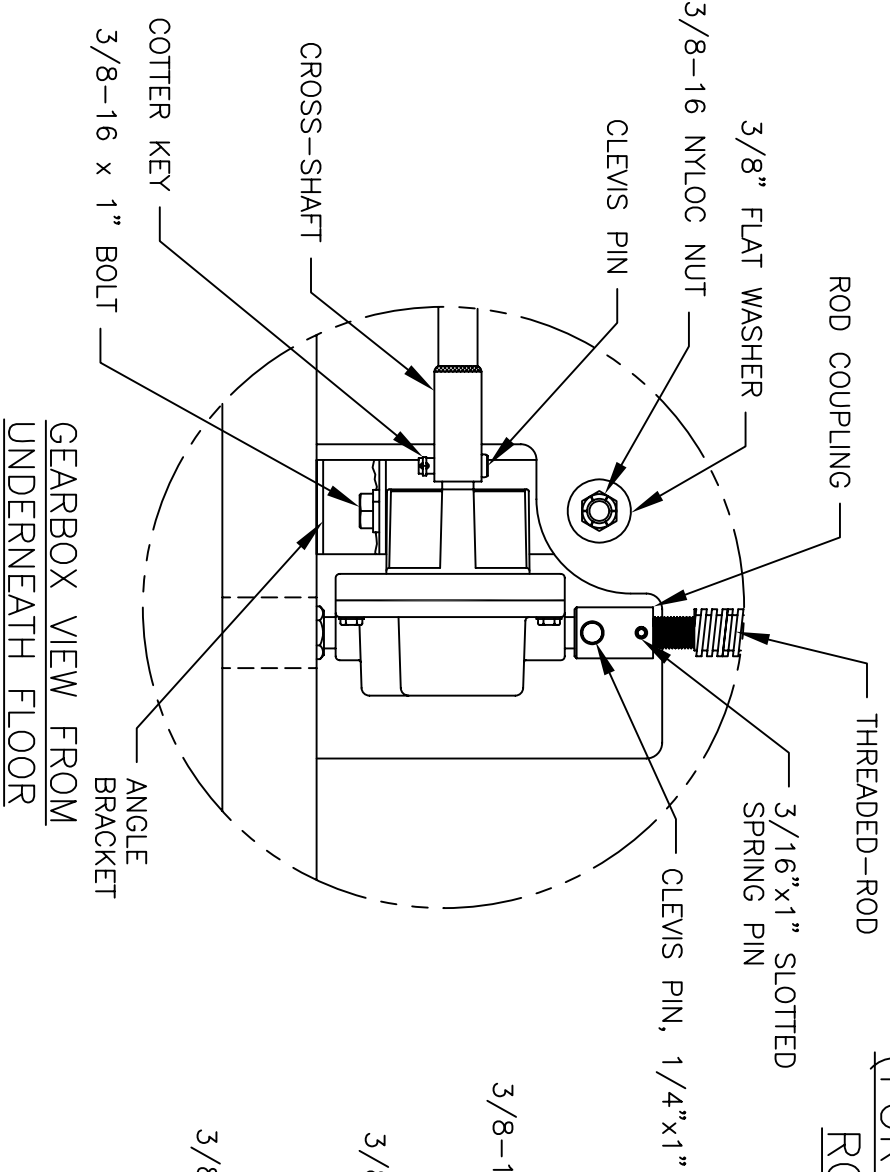
# DETAIL 2A

(FOR SLOTTED STYLE  
ROD COUPLING)

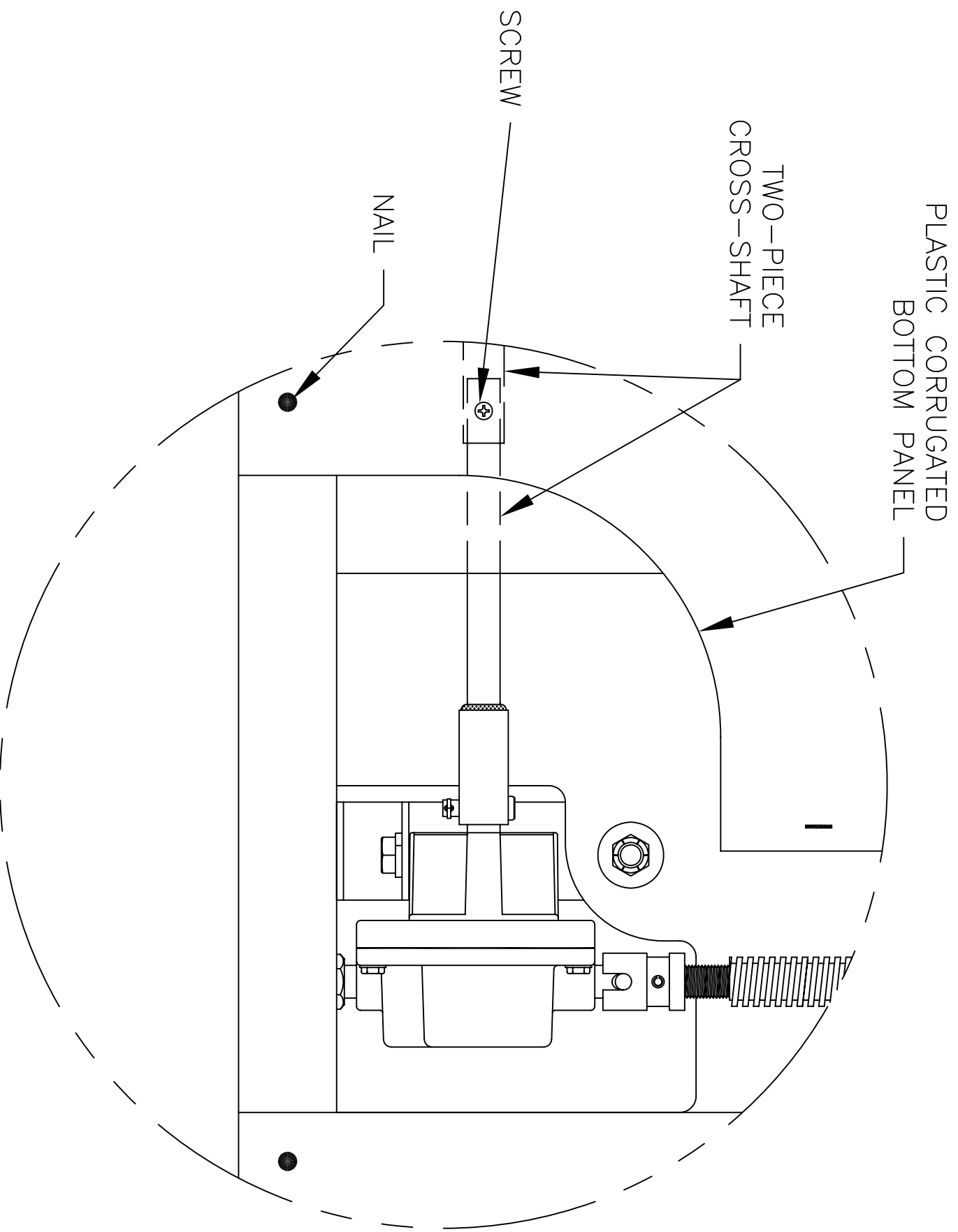


# DETAIL 2B

(FOR ENCLOSED STYLE  
ROD COUPLING)



# DETAIL 3





# DETAIL 4

