

Newmar tran torque slide-out couplings

Disassembly

Tools: 1 1/2" open end wrench and a hammer for tapping the o.d. of the coupling (and maybe some PB Blaster)

Thread is right handed

The nut will have been torqued to 175 foot-lbs

The slideout room should be in so the double stop nuts on the all thread rod will react the load as you attempt to break the nut loose

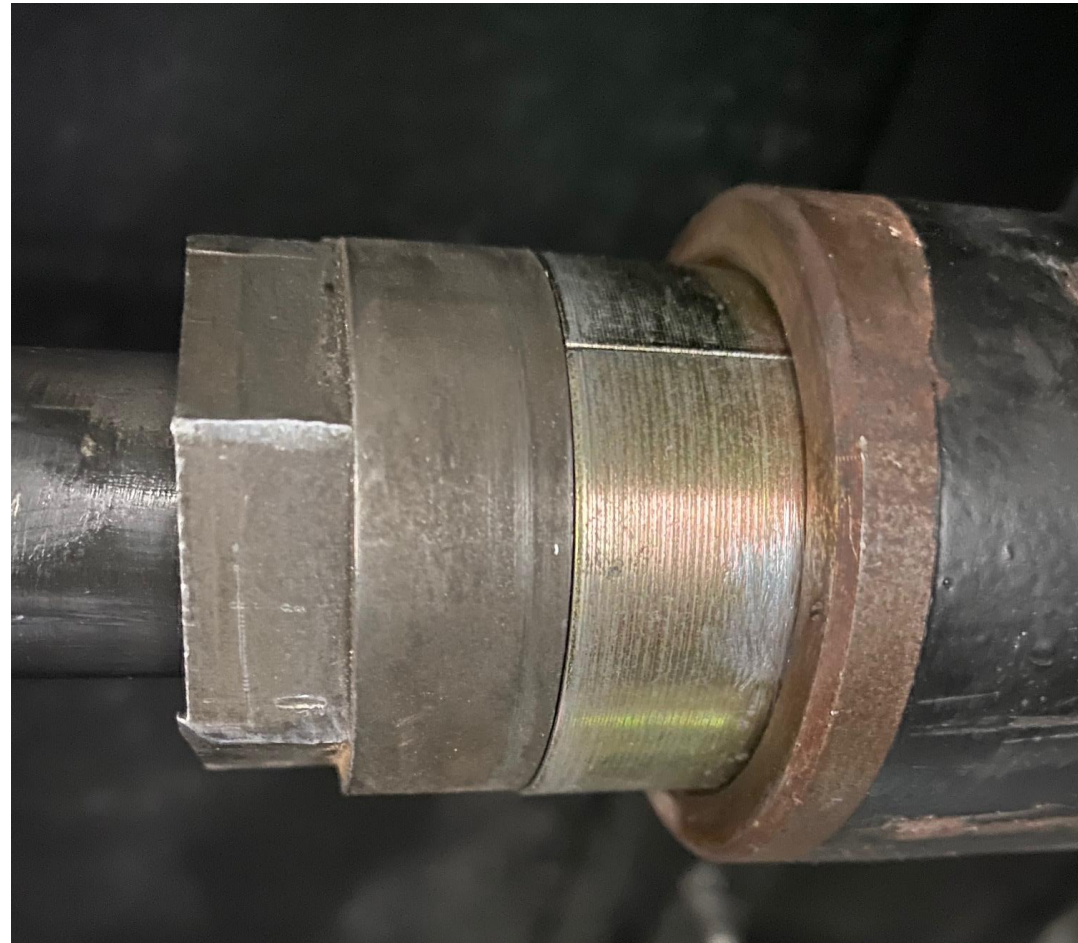
Once the nut breaks loose it will turn about 1/8 of a turn and start tightening up. It is tightening because it is attempting to pull the three wedges out of the joint. **If you apply too much force you will break the tops off of the wedges and your life will be miserable for days to week.** Tap on the o.d. of the female collar with a hammer in an attempt to free the wedges while having someone apply "gentle" torque to the 1 1/2" hex. I wouldn't try to muscle it apart without tapping on the female collar and/or the one inch shaft (again while applying "gentle" torque) Once the wedges start to move the nut will turn easily. The Newmar technical told me to loosen the nut four full turns.

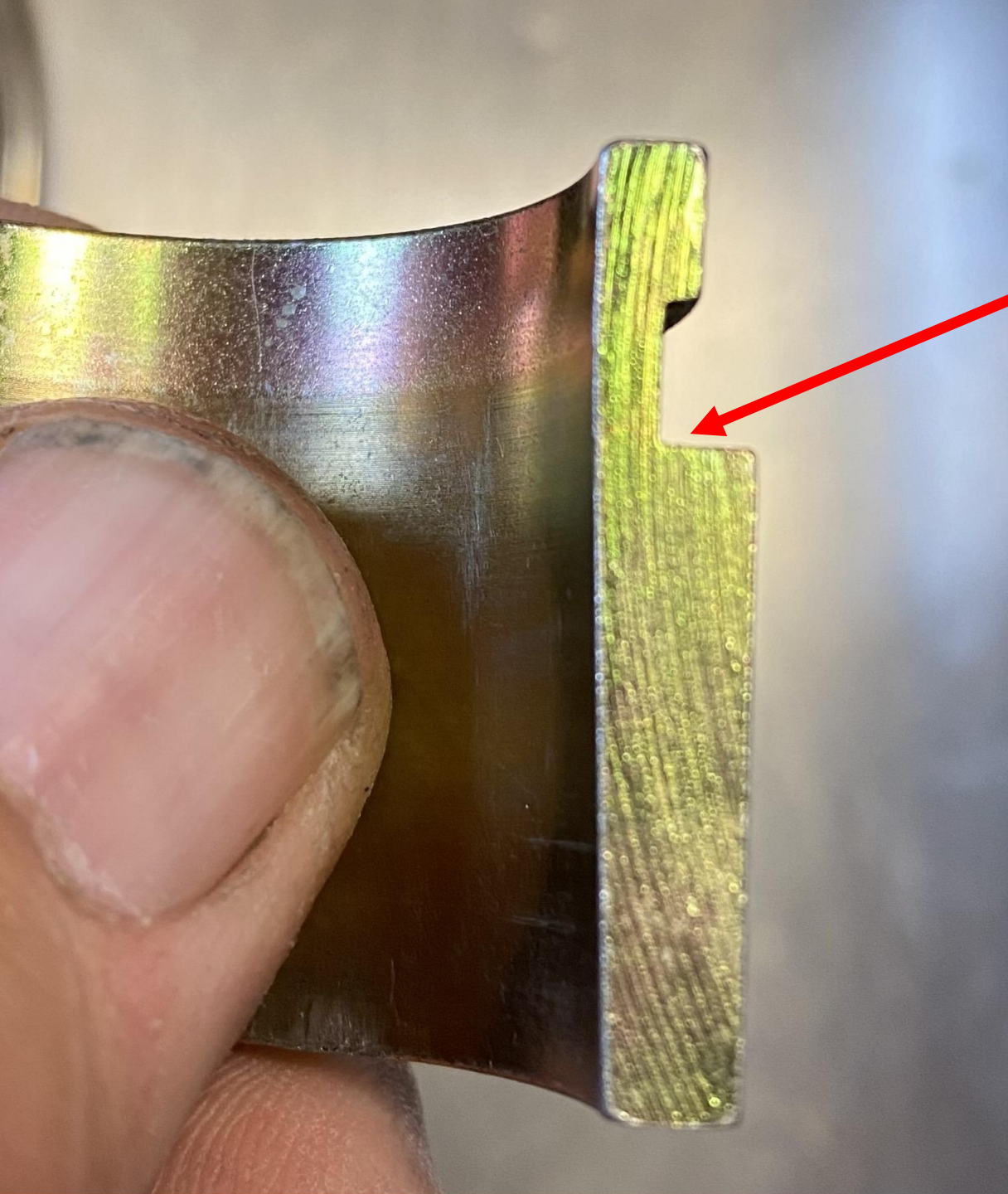
If you keep loosening the nut the three wedges will fall out and the male inner sleeve will easily slide in and out of the female collar on the 1" shaft until it hits some paint. (although there is not reason to disassemble it unless you lubricated it with some type of oil to aid in disassembly.

This is what the bushing should look like when properly assembled before you insert it into the female collar.

- The wedges are engaged into the collar on the nut
- The nut has about two turns of engagement with the inner male threaded sleeve (not shown)
- The transtorque coupling will easily slide into the female collar on the right

Attention: do not lubricate any of the pieces



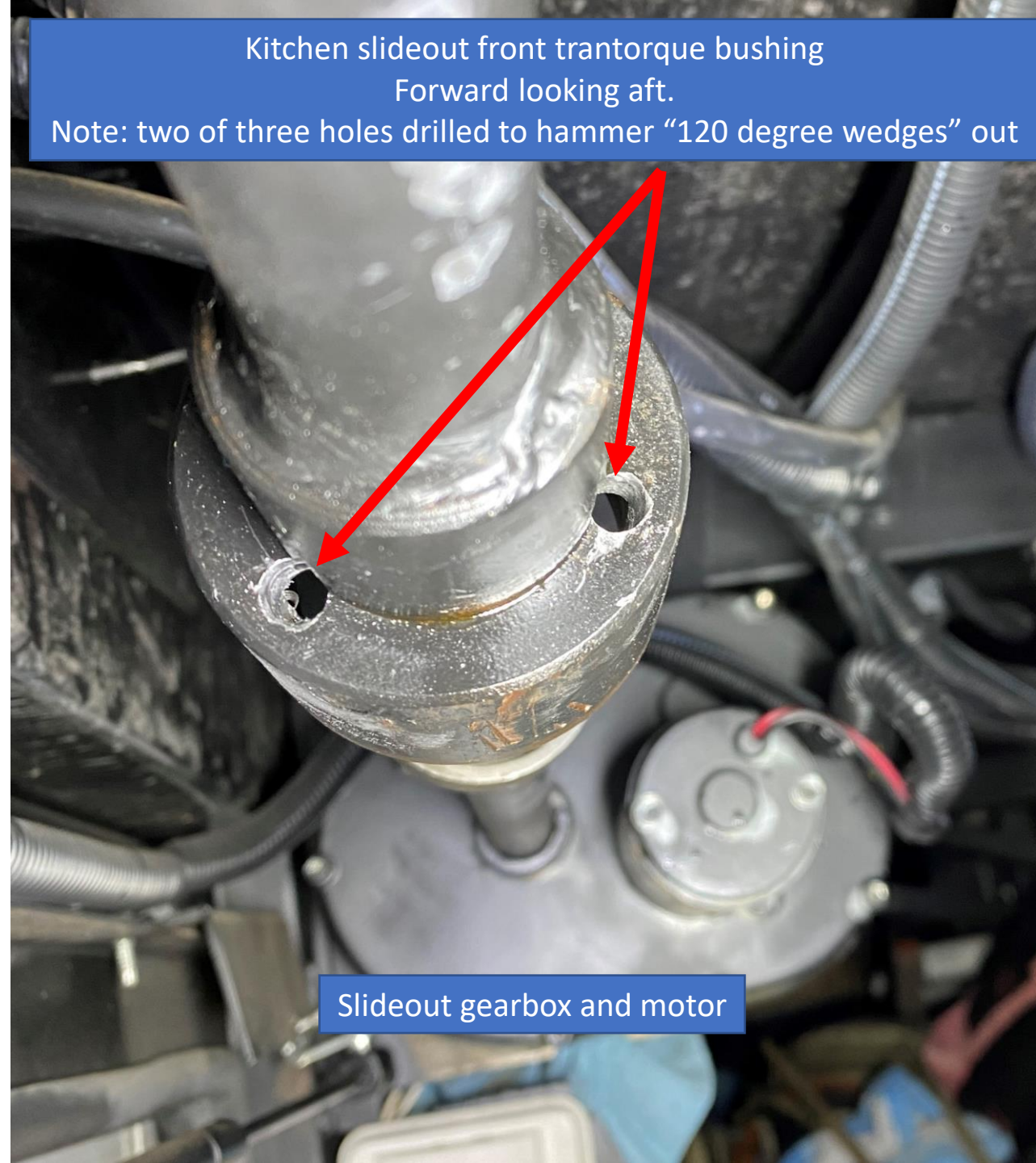


This groove engages in the 1.5" hex nut before you slide the tran torque coupling into the female "joint".

- You insert all three wedges into the nut's collar and then start tightening the nut onto the inner male "sleeve".
- The nut pushes on the larger diameter step while pulling the inner threaded male sleeve (not shown) expanding the coupling inside of the "female joint" It also squeezed the 1" shaft.
- When you want to loosen the coupling the hex nut will only turn about 1/8 of a turn and then it starts to get tight again. That's because it is starting to pull the 120 degree wedges out thereby loosening the fit.
- Four full turns are required to take the load off of the joint per the Newmar afterhours customer support technician.

Since I screwed up and installed my wedges without inserting them into the collar on the nut I couldn't pull them back out with the nut.

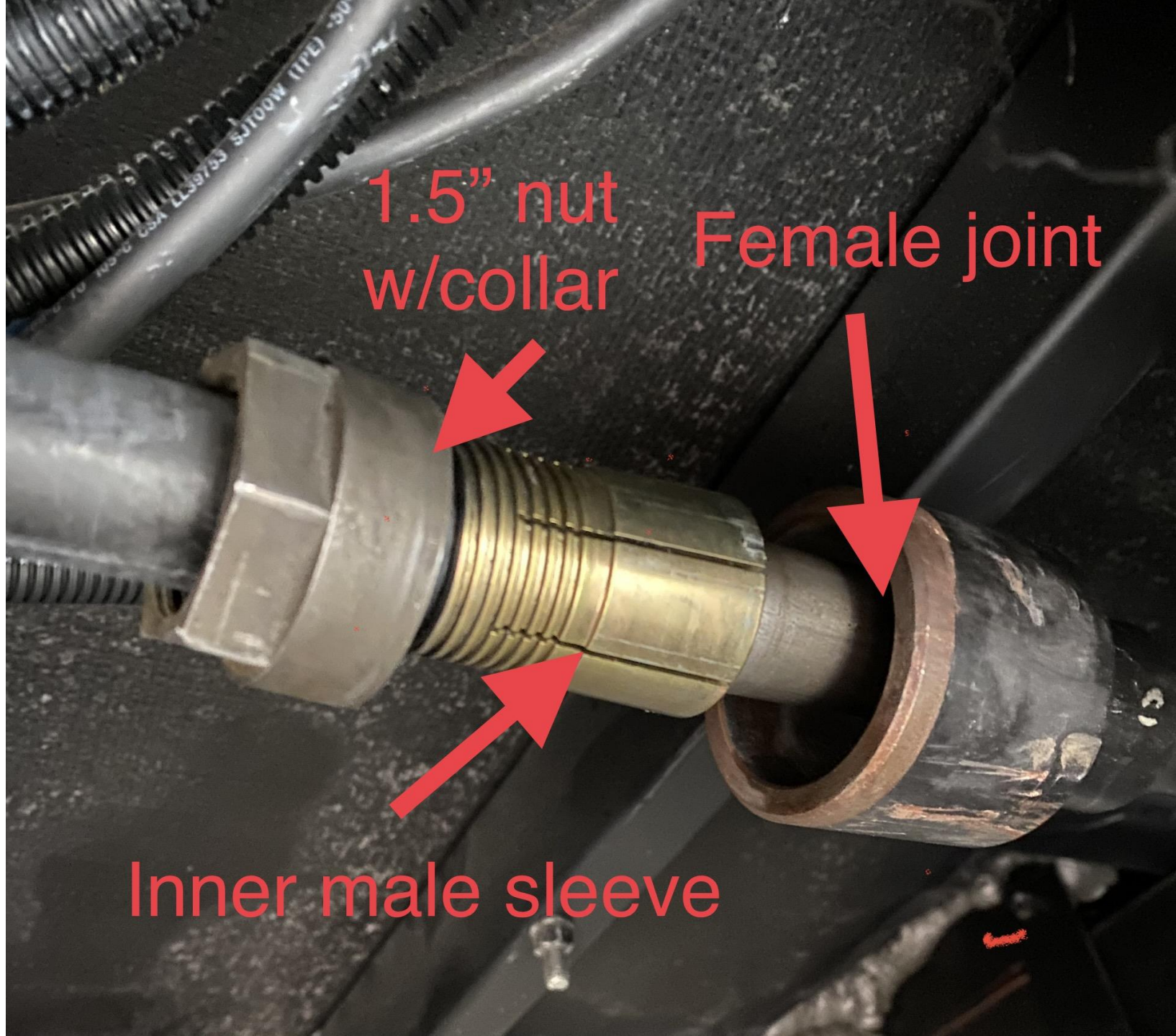
For the front trantorque bushing on my 2005 Dutch Star this is how I was able to hammer the wedges back out.



Tools use:
Cordless drill
3/16" HSS drill bit
17/64" HSS drill bit
4 pound sledge hammer
NAPA Punch p/n 964
Visegrip pliers
PB Blaster
Safety glasses
Crappy Walmart 3/16" punch that bent



120 degree slideout wedges
"oops, drilled a little too deep on that center one!"



Once you clean up all of your part so there is no oils or other lubricants slide the assembled tran torque coupling into the female collar and torque it to 175 foot pounds. (Your slide out should be out so the load is reacted to the single tack welded nut on the inboard side of the all thread rod that has the double nuts that stops the slideout when the slide goes in.

This single tack welded nut was the cause of why my kitchen slide was not sealing on the wall back by the sink. The tack weld broke and the nut translated outboard over time stopping the slide too early. If only I knew there was an inboard nut it could have saved me all this aggravation.

As a good friend of mine says, “school is always in session”!