



2010 43QGP Allegro Bus

7/4/2014

111 - FYI – REPAIRING THE DRIVER’S FRONT SLIDE RETRACT STOP BOLT.

During one of my coach maintenance checks I found the driver’s side forward slide retract stop bolt had broken the tack weld holding the stop bolt to the slide framework. Tiffin tack welds a nut to the coach’s slide frame a tack welded nut can be seen in the third photo located on the next page. A bolt is threaded into the nut along with a second nut to act as a jam nut preventing the bolt from moving.

I found that bolt, one nut and part of the tack welded nut lying on the ledge under the slide mechanism.



As you can see in the above photo, the nut tack welded to the slide frame fractured allowing the bolt and one nut to fall out of the hole, finally resting on the ledge under the slide mechanism.



The previous photo shows the repaired stop bolt. The welded portion of the fractured nut was removed using a 3" air powered grinder to cut the metal flush. The OEM bolt and nut were reused by adding a Nylock nut to the back side of the slide frame. There is very little room to install the Nylock nut on the bolt I was able to use two fingers to start the nut, from that point a 9/16" open end wrench was used on the new nut with a second 9/16" box end wrench used to adjust the bolt length and also set the jam nut.

After installed the bolt and two nuts, a small piece of blue painters tape was stuck to the slide mechanism where the head of the slide bolt would mark the tape when the length of the bolt had been adjusted correctly. Getting the length of the bolt properly adjusted took several cycles of the slide until the correct length of the bolt was finally achieved.

The following photo shows the aft D/S Slide Retract Stop Bolt as it came from the factory.



I'm not sure what caused the forward stop bolt nut to fracture? However this is just one more item I'll need to keep an eye on.