

# Slide Glide Bearing Repair

Lt Dan

If you find a nylon piece that looks similar to Photo 1 lying around the coach or inside one of the bays, then you have a slide glide problem. Each of the hydraulic slide rams has two nylon glide “bearings” underneath at the outside edge of the coach. These are a common failure item and usually break along a line between the mounting screws. They support the full weight of the slide when it’s extended so they can fail. Another sign of a broken glide is scoring by the exposed screw heads under the ram. See Photo 6 or the before photo on page two for illustration. The Tiffin replacement part number is 5040508 and the HWH part number is RAP93601.



Photo 1



Photo 2

The first step is to support the slide ram with a jack using a 2x4 upright and a horizontal piece to even out the pressure. The slide ram has to be lifted about 3/4” to allow the mounting block enough free space to be pulled out. See Photo #6 which shows the space.

I will give this job of replacing the broken glides a four wrench rating out of five. It’s not a terribly difficult job but does take some time and patience. It took just a bit over an hour for each repair. I thought I only had one broken glide, but turned out I had one on each of the two passenger side rams. Total time was about two and a half hours.

**NOTE:** When you extend the slide, stop about 3-6” from all the way out so the inside seals don’t rub against the wall.

The glide mounting block is accessible from underneath inside the compartment. There are four 7/16” bolts, two on each end, holding the block in place. Once the slide ram is lifted enough to allow access, the bolts have to be removed and the fun begins. Usually there is a bead of sealant along the outside edge that will keep the block from being totally free. It took some grunting, cutting, and prying to get mine loose where it could be pulled out. Be aware that there are some shims under each side to level it as well as some outside to shorten the mounting bolts, so keep track of what is removed

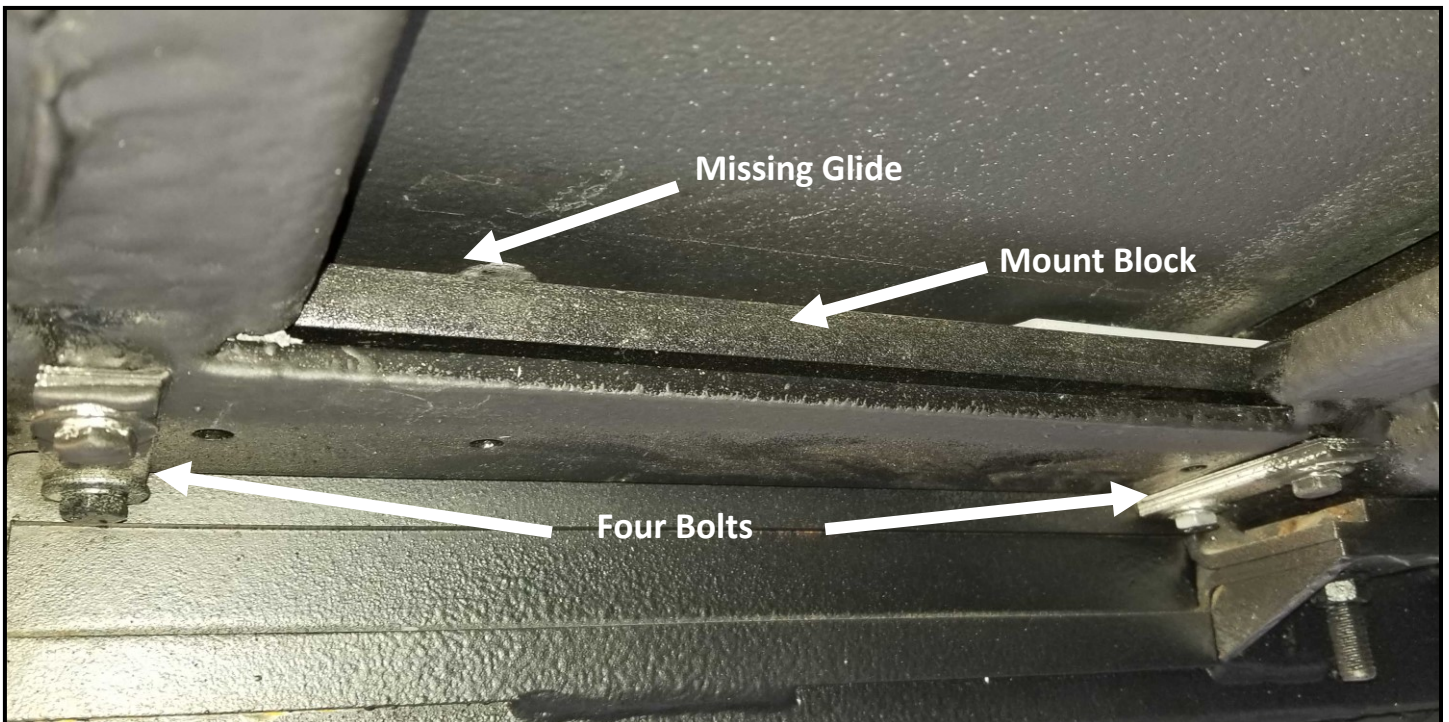


Photo 3



Photo 4

This is the mounting block with the two new nylon glides screwed into place. Use a little bit of thread lock or silicone to keep the screws from backing out easily. Also, don't over tighten the screws as that is sometimes the cause of early failure. They just need to be snug and that's all it takes.



Photo 5

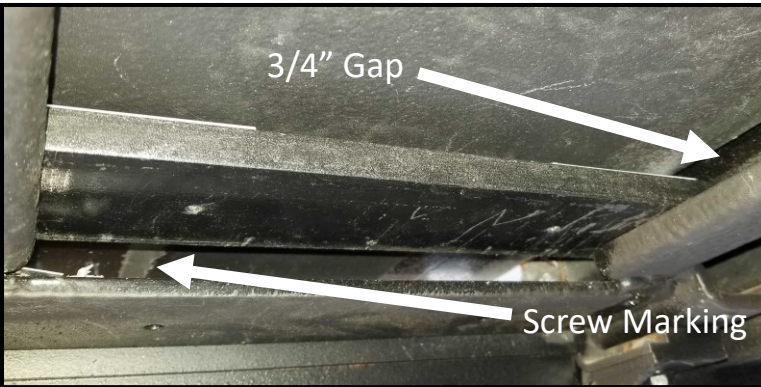


Photo 6

This is the second to last step of the repair process, inserting the mounting block back in its pocket.

Notice on the left side just beyond the block you can see where the screw head had marked the bottom of the ram.

This is the gap that raising the ram on the outside creates. It needs to be about 3/4" to allow the block to come out and then go back in with the new glides.

This is the final step with the new glides mounted on the block and the four bolts holding the block back in place.

In the repair kit from HWH and Tiffin, there are replacement glides for the lateral side movement as well as new glides for the interior end of the ram. Luckily, these do not need replacement very often as it would probably require removing the whole slide ram.

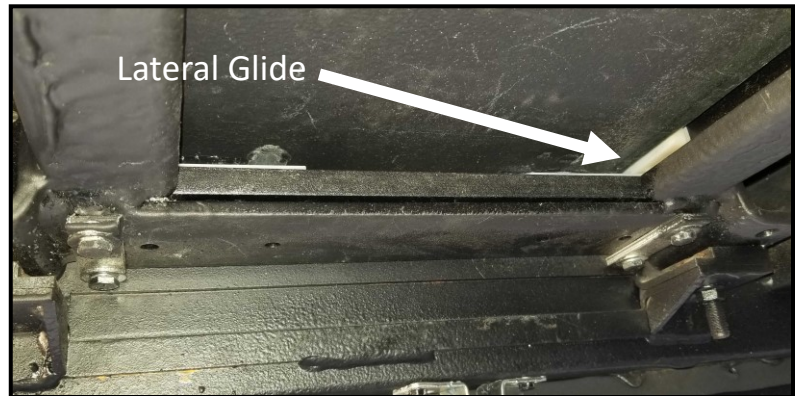


Photo 7

## Last Job!

The last part of this undertaking was to remove most of the overspray left from the chassis build. It took two hours of scraping and sanding with an orbital sander but they are vastly improved and will hopefully make the glides last longer.



Before

After