Dealer Service Bulletin

NO.: 7SB011-11-01A

SECTION: Slideouts/Leveling Systems

DATE: April 18, 2011

MODELS AFFECTED: 2011 Winnebago Adventurer, Journey and Tour and Itasca Suncruiser, Meridian and Ellipse Models with a Power Gear Slideout Travel Lock

SUBJECT: Power Gear – Field Repair for Binding Slideout Travel Lock Motor

PLEASE FORWARD THIS INFORMATION TO YOUR RV SERVICE, WARRANTY & PARTS MANAGER.

Power Gear has provided us with the attached tip sheet which addresses a possible issue with the room lock mechanism. This tip sheet provides direction to repair the lock mechanism as opposed to replacing the complete component.

Note: Be sure to read all instructions prior to starting the repair. This will prevent damage caused by an improper repair.

We recommend you keep this bulletin in your service library for future reference.

Steven R. Evenson
Director of Parts and Service

IMPORTANT THAT ALL PARTS AND SERVICE PERSONNEL READ AND INITIAL

PARTS MANAGER	SERVICE MANAGER		SERVICE PERSONNEL					PARTS PERSONNEL				PAGE
												1 OF 3

WINNEBAGO INDUSTRIES TRAVEL LOCK FIELD REPAIR

 #82-S0504, Rev. 0B, April 2011

This tip sheet addresses an issue with the Kwikee room lock mechanism. A tolerance issue between a SCREW on the MOTOR and the motor MOUNTING BASE can cause the MOTOR not to move back and forth or "float" (**FIGURE 1**). This can cause the room lock not to retract or bind when retracting. This lack of floating can cause the MOTOR SHAFT to bind on the ALUMINUM BASE HOUSING (**FIGURE 2**). There are two remedies for this, and they are outlined in this document.

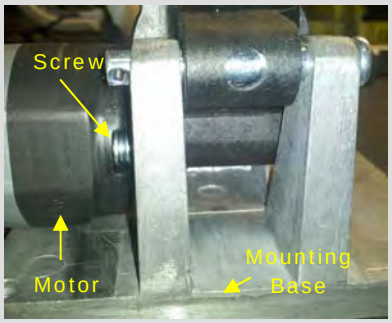

Figure 1

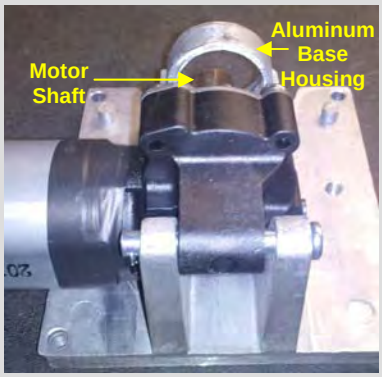

Figure 2

Warranty Time		
Diagnostic Time	**Repair Time**	**Total**
0.5	**0.5**	**1.0**

FIELD REPAIR FOR A BINDING TRAVEL LOCK MOTOR

Please read and review the information and instructions before attempting repairs.

REMOVING MOTOR FROM BASE:

1. Remove the PIN that attaches the MOTOR SHAFT to the DRIVE NUT ASSEMBLY. **FIGURE 3**
2. Remove the HAIRPIN from the CLEVIS PIN that holds the MOTOR to the MOUNTING BASE. **FIGURE 4**
3. Remove the CLEVIS PIN. **FIGURE 4**
4. Remove the motor from the MOUNTING BASE.
5. At this point, there are two options for making the repair.

OPTION 1:

1. Remove the SCREW shown in **FIGURE 5** from the MOTOR.
2. On the screw are a FLAT WASHER and a LOCK WASHER. Using a pair of NEEDLE-NOSE VICE GRIP pliers, gently grasp the FLAT WASHER only. Using a PHILLIPS SCREW DRIVER, turn the SCREW counter-clockwise to remove the FLAT WASHER. **FIGURE 6**
3. Turn the MOTOR upside down, as shown in **FIGURE 7**, and replace the SCREW. Tighten snugly.
4. Return the MOTOR to the MOUNTING BASE.
5. Reinsert the PIN that attaches the MOTOR SHAFT to the DRIVE NUT ASSEMBLY. **FIGURE 3**
6. Insert the CLEVIS PIN through the MOUNTING BASE and MOTOR. Insert the HAIRPIN into the end of the CLEVIS PIN. **FIGURE 4**
7. This completes the repair.

OPTION 2:

1. Using a DIE GRINDER (or similar tool), notch the aluminum MOUNTING BASE as shown in **FIGURE 8**. This allows the motor to "float" back and forth in the MOUNTING BASE. **FIGURE 9** shows a properly notched mounting base. There should be sufficient clearance so that the SCREW HEAD doesn't come in contact with the MOUNTING BASE.
2. Return the MOTOR to the MOUNTING BASE.
3. Reinsert the PIN that attaches the MOTOR SHAFT to the DRIVE NUT ASSEMBLY. **FIGURE 3**
4. Insert the CLEVIS PIN through the MOUNTING BASE and MOTOR. Insert the HAIRPIN into the end of the CLEVIS PIN. **FIGURE 4**
5. This completes the repair.

1217 E. 7th St.
Mishawaka, IN 46544
www.powergearus.com

REMOVING MOTOR FROM BASE

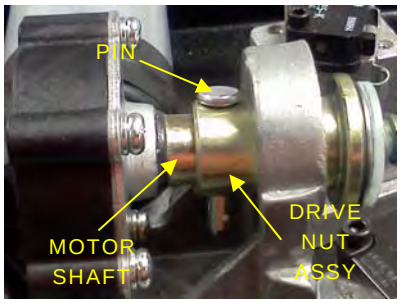

FIGURE 3

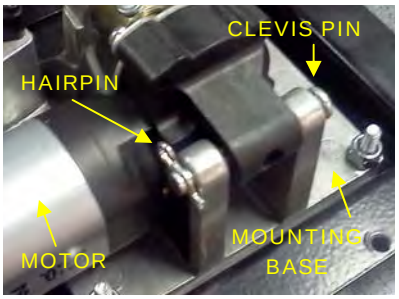

FIGURE 4

OPTION 1

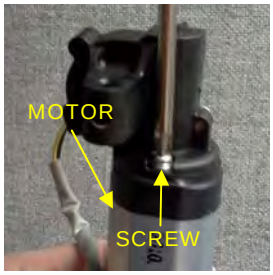

FIGURE 5

FIGURE 6

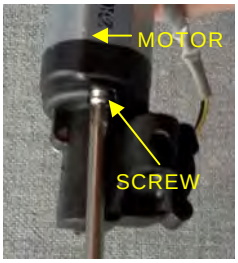

FIGURE 7

OPTION 2

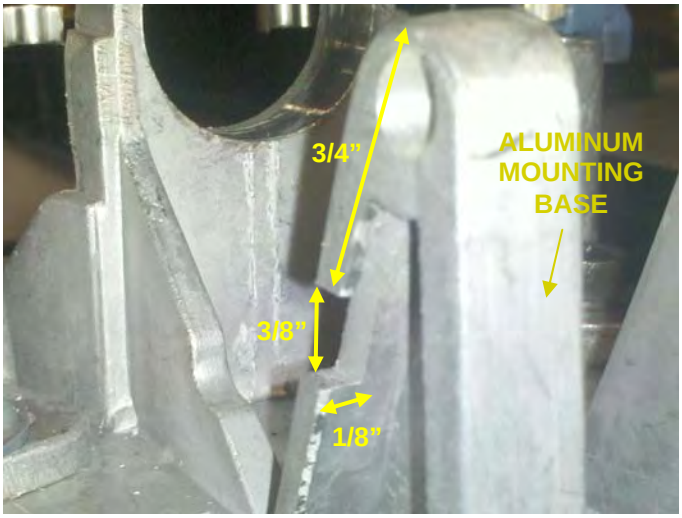

FIGURE 8

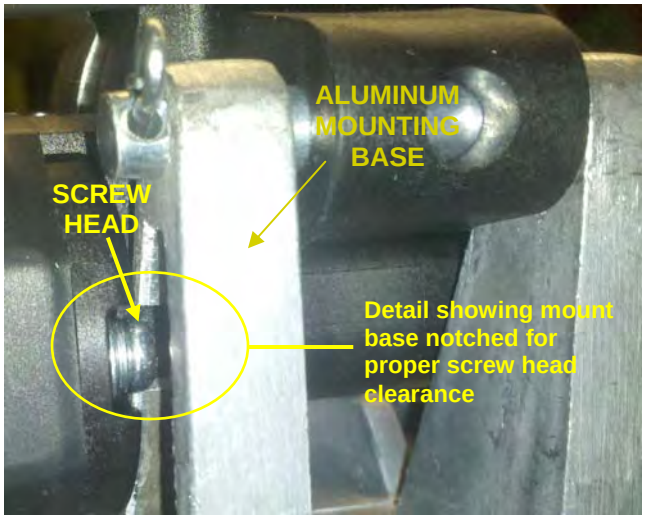

FIGURE 9

1217 E. 7th St.
Mishawaka, IN 46544
www.powergearus.com