



**EQ SMART-LEVEL**

**GULFSTREAM/CONQUEST**

**REPLACEMENT SHAFT**

**IDENTIFICATION**

## **GULF STREAM/CONQUEST REPLACEMENT SHAFT IDENTIFICATION**

- 1) For each shaft, there are two possibilities depending on when they were built. The type of bearing used on the shafts was changed in mid to late 2005. These bearings are not interchangeable, so you must identify which you have to determine which shaft assemblies to order. The old style bearing is an aluminum block with a bronze bushing insert. The newer style bearings are cast steel housing with a ball bearing insert. See the pictures below to see the difference between the old style bearings and the newer style bearings.

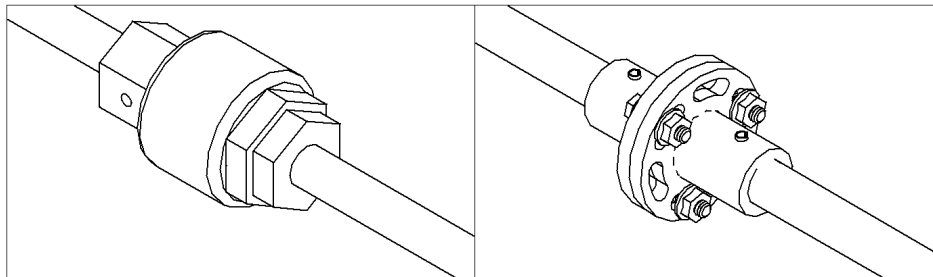


Old Style Bearing



New Style Bearing

- 2) In late 2006 the style of shaft coupling was also changed. Again these are not interchangeable, and we no longer have the old coupling. Because of this, if you have the older coupling you will have to replace both shafts as a set. Please see the illustration below to determine which one you have.



Tran Torque Coupling  
(Older Style)

Flange Coupling  
(New Style)

- 3) There are three different slide width combinations that were used. The first one was used on all "Class C" units. The quickest way to identify these is to measure the center to center distance on the room support arms. They should be 54" center to center. The shaft assemblies are labeled as left and right. This is as viewed from outside of the coach looking at the slide. This size was also used on some Independence "Class A" units as well. One other note on these units. The early slides had two bearings on each shaft. It was later determined that we only needed three bearings. All replacement shaft sets will come with one bearing on the left hand shaft assembly and two bearings on the right hand shaft assembly. Even if the slide you are working on has four bearings, you do not need to use the fourth bearing when replacing the shafts. Shaft assembly part numbers are as follows:

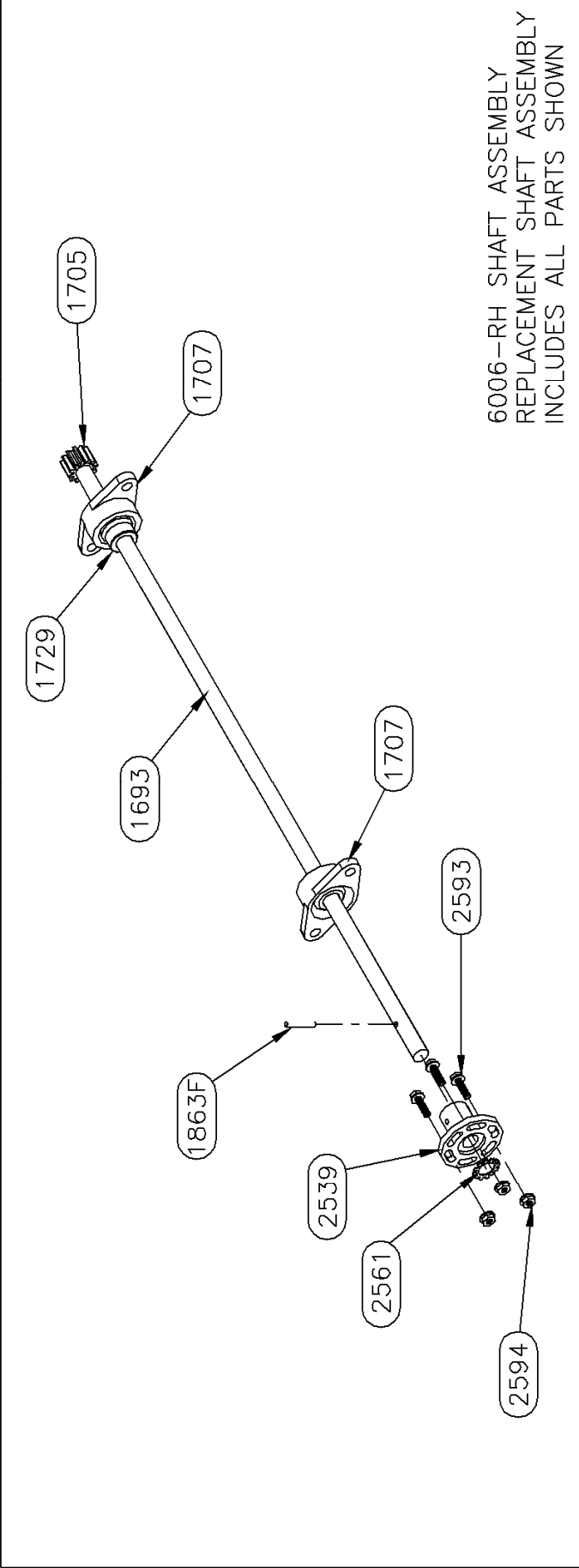
6006 Right Hand Shaft Assembly with old style bearings.  
6007 Left Hand Shaft Assembly with old style bearings.  
6018 Right Hand Shaft Assembly with new style bearings.  
6017 Left Hand Shaft Assembly with new style bearings.

- 4) Also, some of the “Class C” units had bed slides with timing shafts in them. It was discovered subsequently that the bed slide after being attached to the room and bed frame was stiff enough that the timing shafts were not required. In fact sometimes the shafts did more harm than good. As a result they were deleted from the bed slide assembly and there are no replacements for these. If you are having problems with the shafts, it is best to just remove them.
- 5) The most common shafts you will find on “Class A” units will be identified by a center to center room support arm dimension of 89 7/8”. Shaft assembly part numbers are as follows:

6015 Right Hand Shaft Assembly with old style bearings.  
6016 Left Hand Shaft Assembly with old style bearings.  
6019 Right Hand Shaft Assembly with new style bearings.  
6020 Left Hand Shaft Assembly with new style bearings.

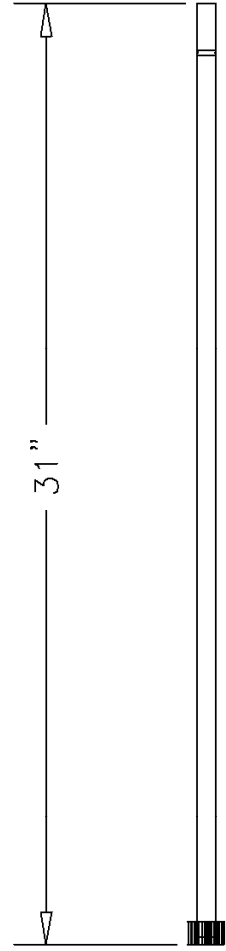
- 6) The last size shafts that you will find on “Class A” units are identified by a center to center room support arm dimension of 114”. Because we didn’t have many failures on these units, we did not make any shaft assembly numbers for these. The shaft only part numbers are 1213 for the left hand shaft assembly and 1214 for the right hand shaft assembly.

Following are drawings for each of the shaft assemblies along with shaft lengths. Please note that the shaft and gear have separate part numbers, but are welded together, so they must be ordered together. For the drawing of the 1213 and 1214 assemblies, there are not part numbers for complete assemblies, so you must order the parts separately.

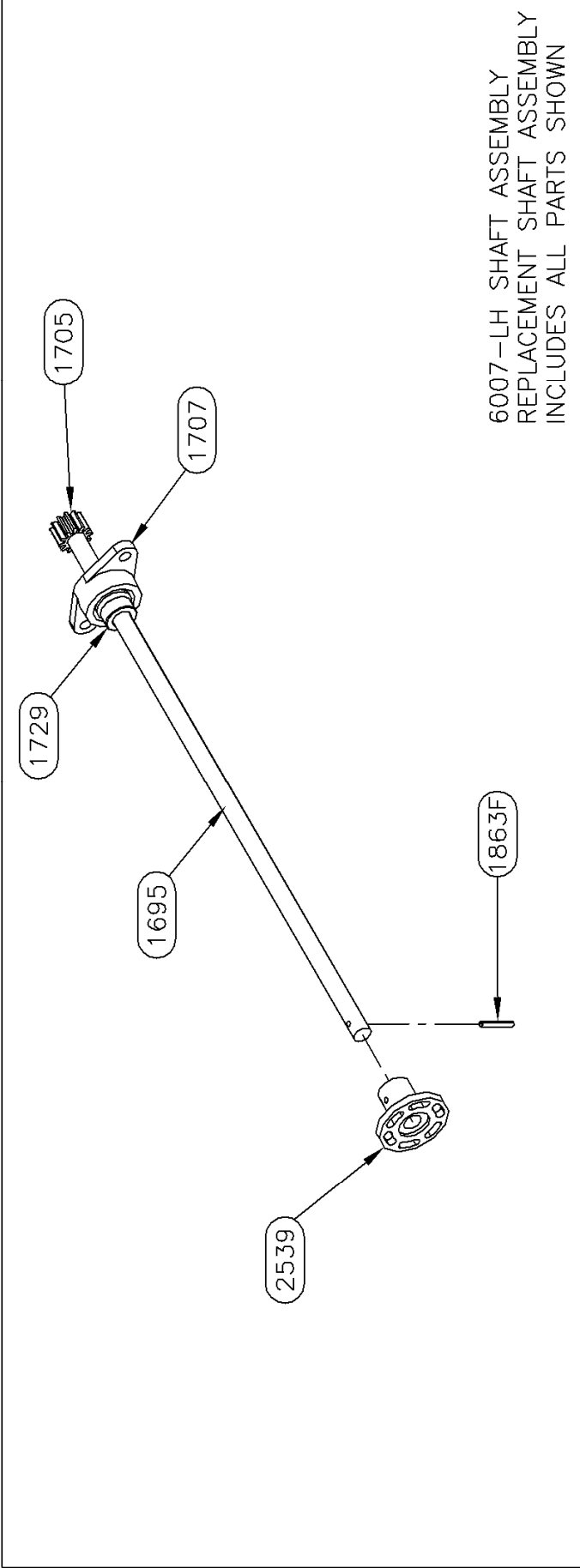


6006 PARTS LIST		
PART#	DESCRIPTION	QUAN
1693	SHAFT-5/8 X 30 5/8 COLD ROLL	1
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1707	BEARING-5/8 PILLOW BLOCK	2
1729	BUSHING-SHAFT KEEPER	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1
2561	WASHER-5/8 STAR	1
2593	SCREW-1/4-20 X 7/8 FLANGE	3
2594	NUT-1/4-20 FLANGE	3

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be seperated.

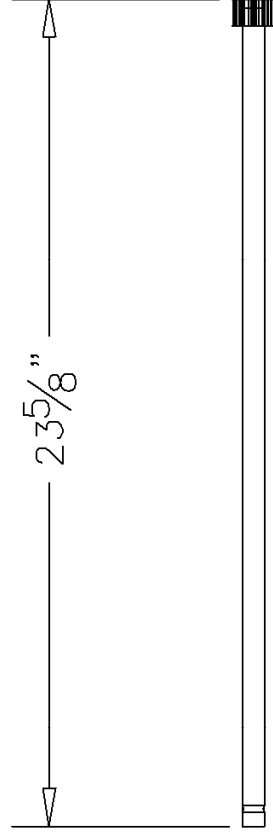


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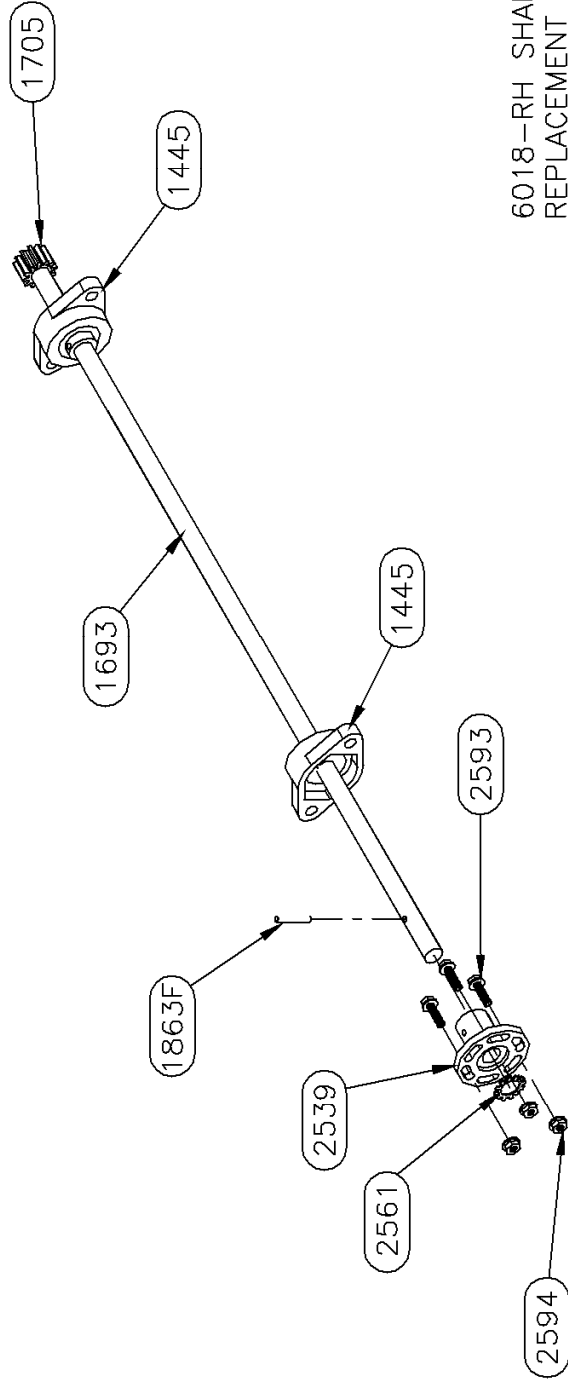


6007 PARTS LIST		
PART#	DESCRIPTION	QUAN
1695	SHAFT-5/8 X 23 3/8 COLD ROLL	1
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1707	BEARING-5/8 PILLOW BLOCK	1
1729	BUSHING-SHAFT KEEPER	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be seperated.



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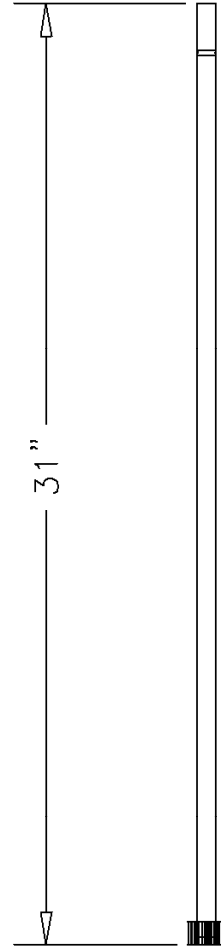


6018-RH SHAFT ASSEMBLY  
REPLACEMENT SHAFT ASSEMBLY  
INCLUDES ALL PARTS SHOWN

6018 PARTS LIST

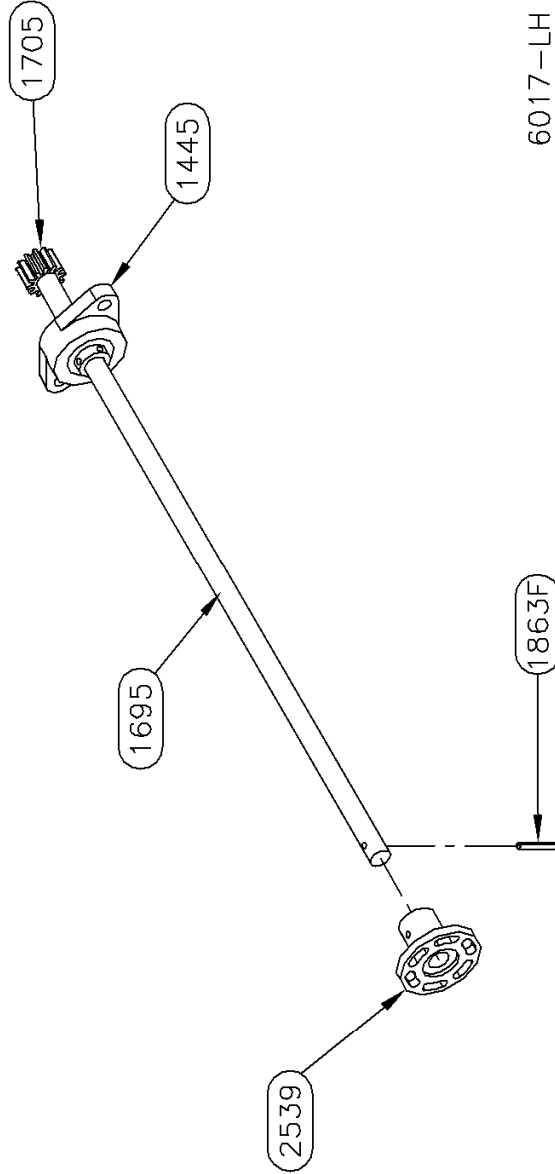
PART#	DESCRIPTION	QUAN
1445	BEARING-2 BOLT FLANGE	2
1693	SHAFT-5/8 X 30 5/8 COLD ROLL	1
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1
2561	WASHER-5/8 STAR	1
2593	SCREW-1/4-20 X 7/8 FLANGE	3
2594	NUT-1/4-20 FLANGE	3

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be separated.



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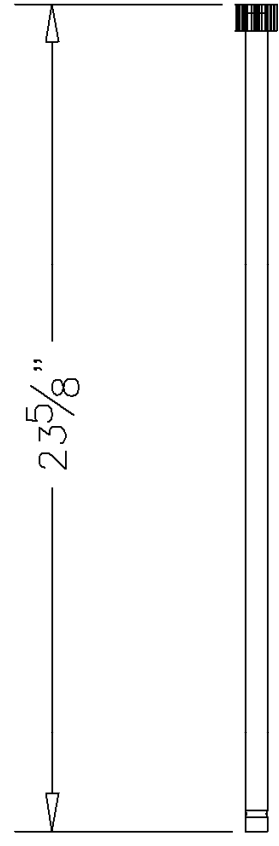


6017-LH SHAFT ASSEMBLY  
REPLACEMENT SHAFT ASSEMBLY  
INCLUDES ALL PARTS SHOWN

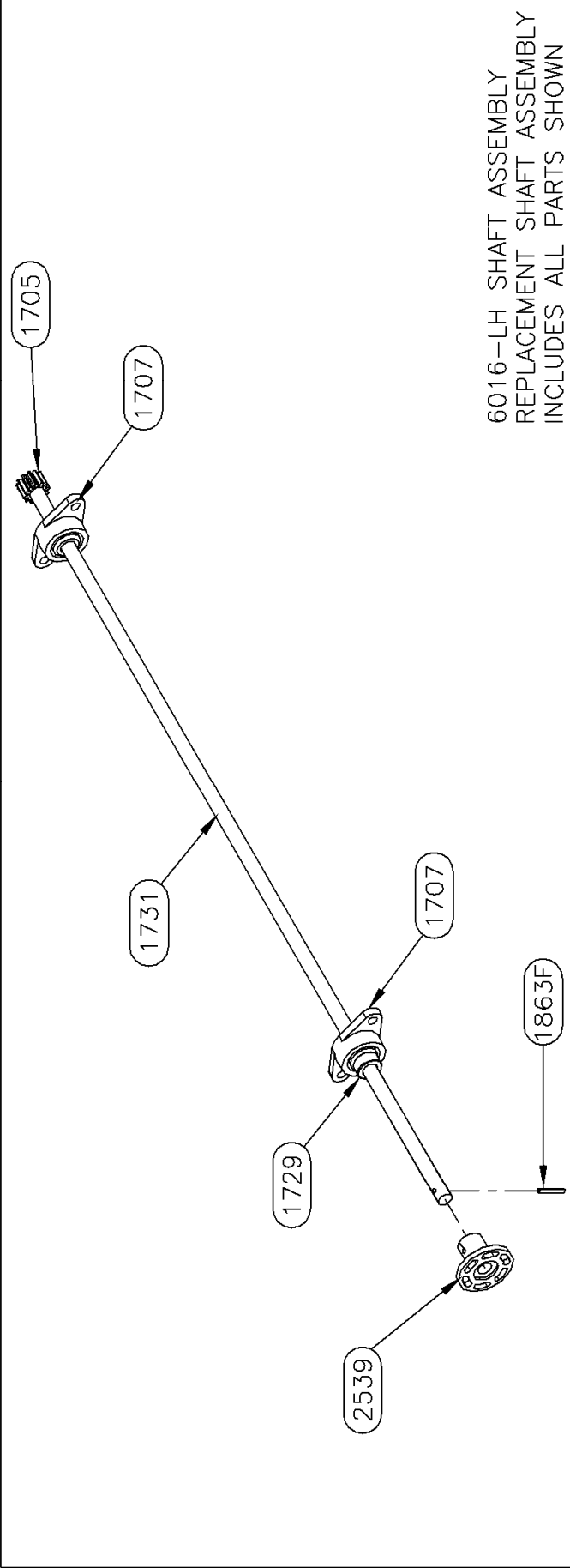
6017 PARTS LIST

PART#	DESCRIPTION	QUAN
1445	BEARING-2 BOLT FLANGE	1
1695	SHAFT-5/8 X 23 3/8 COLD ROLL	1
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1

Note:  
The shaft and gear must be  
ordered together. The gear is  
welded to the shaft and cannot be  
seperated.

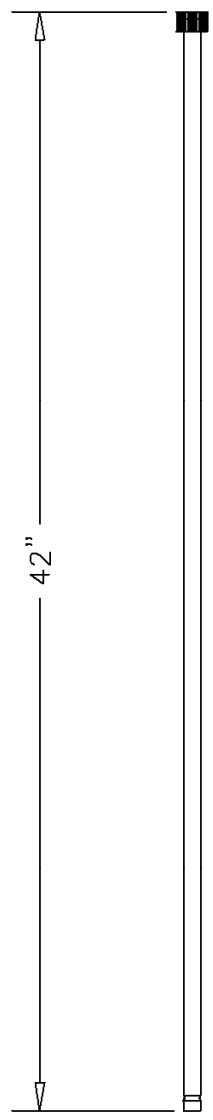


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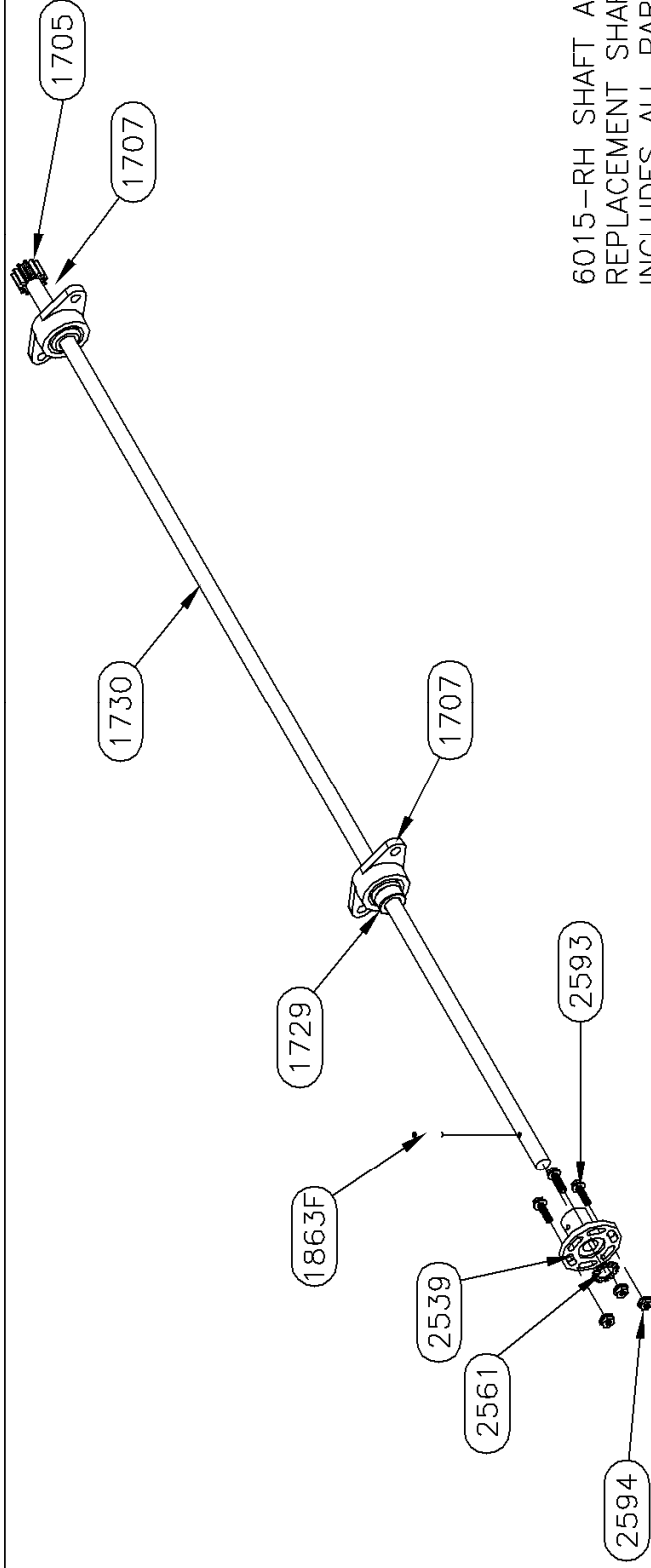
6016 PARTS LIST		
PART#	DESCRIPTION	QUAN
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1707	BEARING-5/8 PILLOW BLOCK	2
1729	BUSHING-SHAFT KEEPER	1
1731	SHAFT-5/8 X 41 5/8 COLD ROLL	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be seperated.



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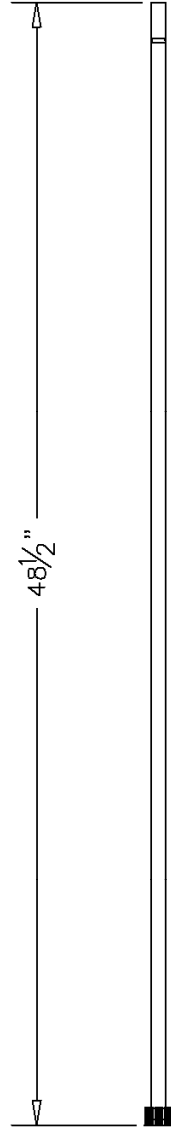




6015-RH SHAFT ASSEMBLY  
REPLACEMENT SHAFT ASSEMBLY  
INCLUDES ALL PARTS SHOWN

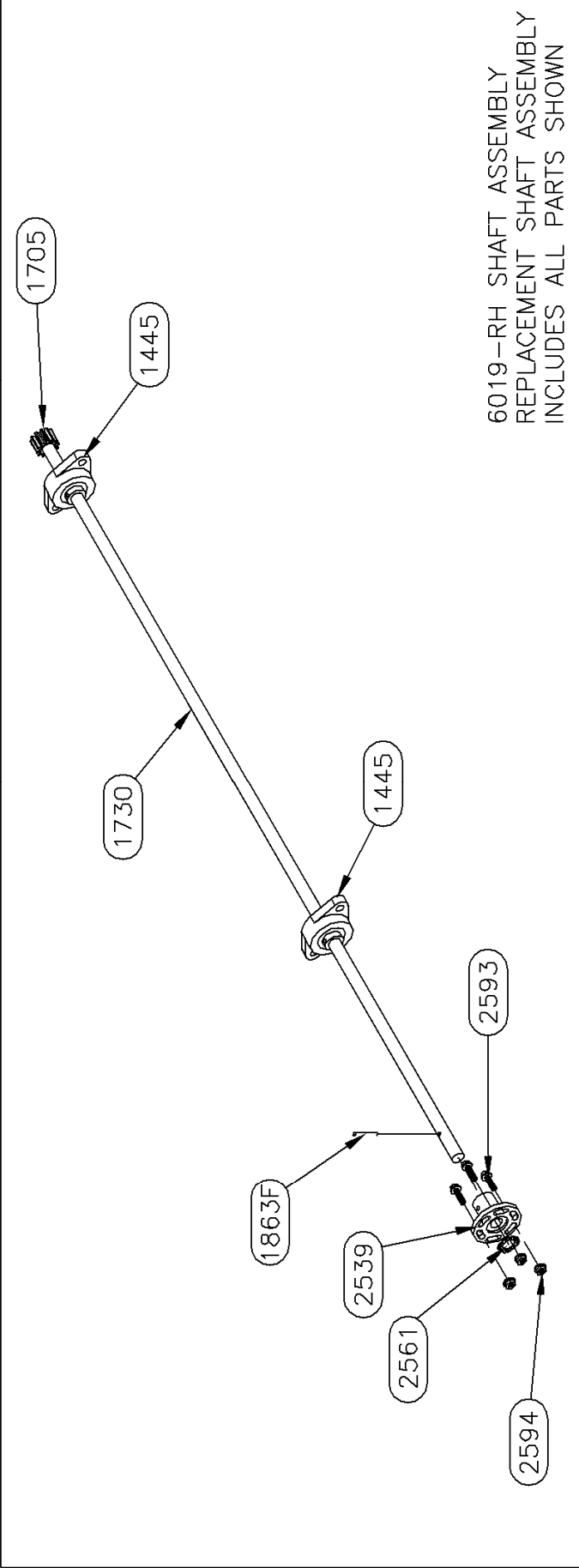
6015 PARTS LIST

PART#	DESCRIPTION	QUAN
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1707	BEARING-5/8 PILLOW BLOCK	2
1729	BUSHING-SHAFT KEEPER	1
1730	SHAFT-5/8 X 48 1/8 COLD ROLL	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1
2561	WASHER-5/8 STAR	1
2593	SCREW-1/4-20 X 7/8 FLANGE	3
2594	NUT-1/4-20 FLANGE	3



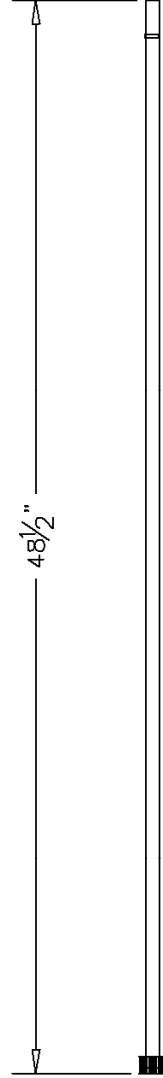
Note:  
The shaft and gear must be  
ordered together. The gear is  
welded to the shaft and cannot be  
seperated.

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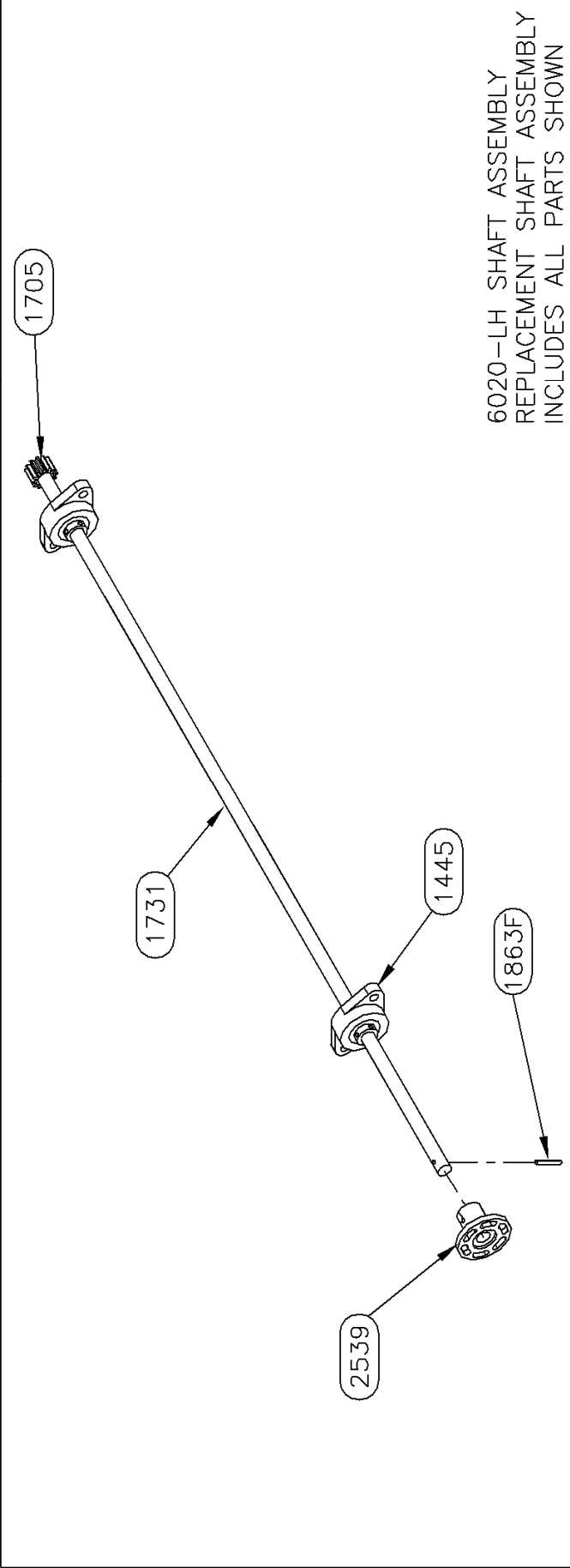


6019 PARTS LIST		
PART#	DESCRIPTION	QUAN
1445	BEARING-2 BOLT FLANGE	2
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1730	SHAFT-5/8 X 48 1/8 COLD ROLL	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1
2561	WASHER-5/8 STAR	1
2593	SCREW-1/4-20 X 7/8 FLANGE	3
2594	NUT-1/4-20 FLANGE	3

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be seperated.

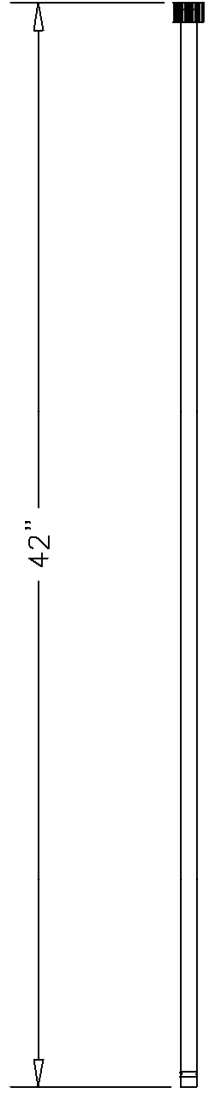


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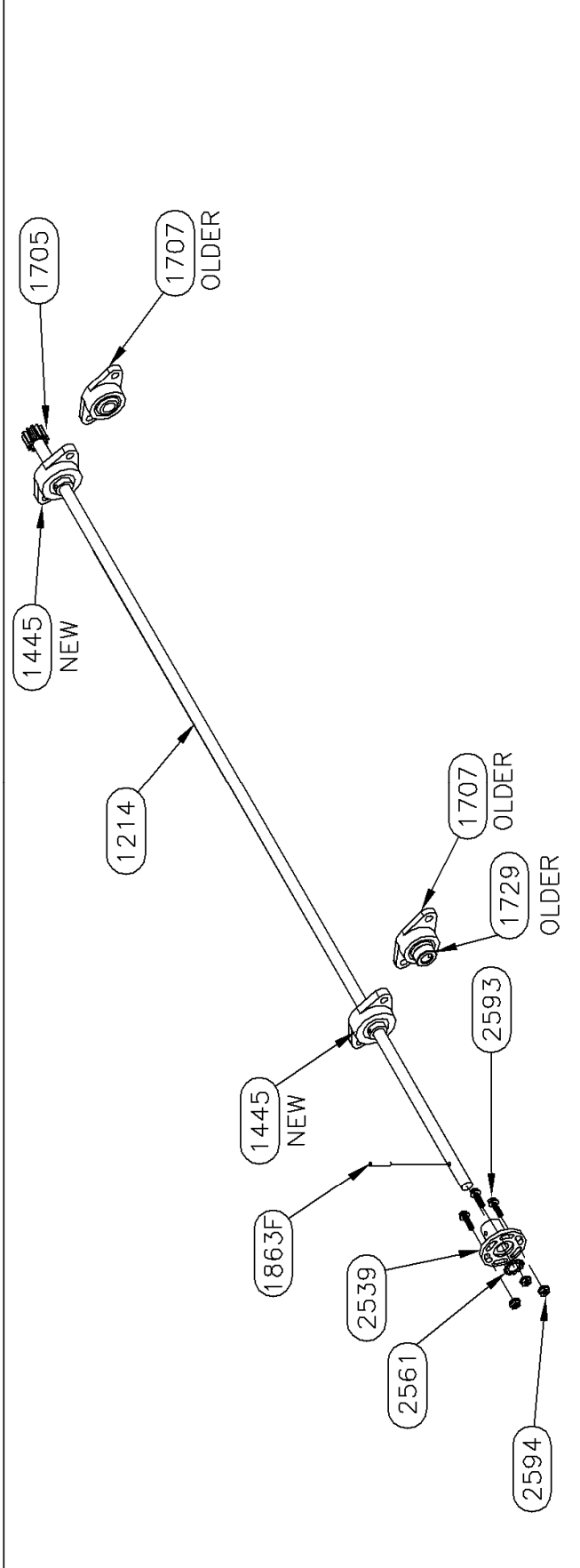


6020 PARTS LIST		
PART#	DESCRIPTION	QUAN
1445	BEARING-2 BOLT FLANGE	2
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1731	SHAFT-5/8 X 23 3/8 COLD ROLL	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be seperated.

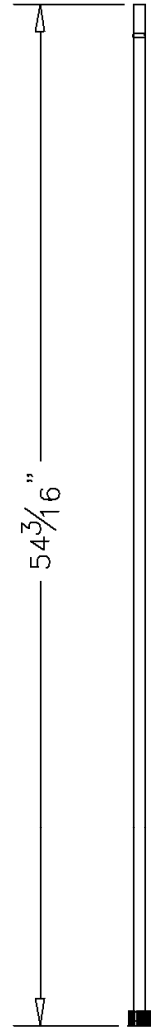


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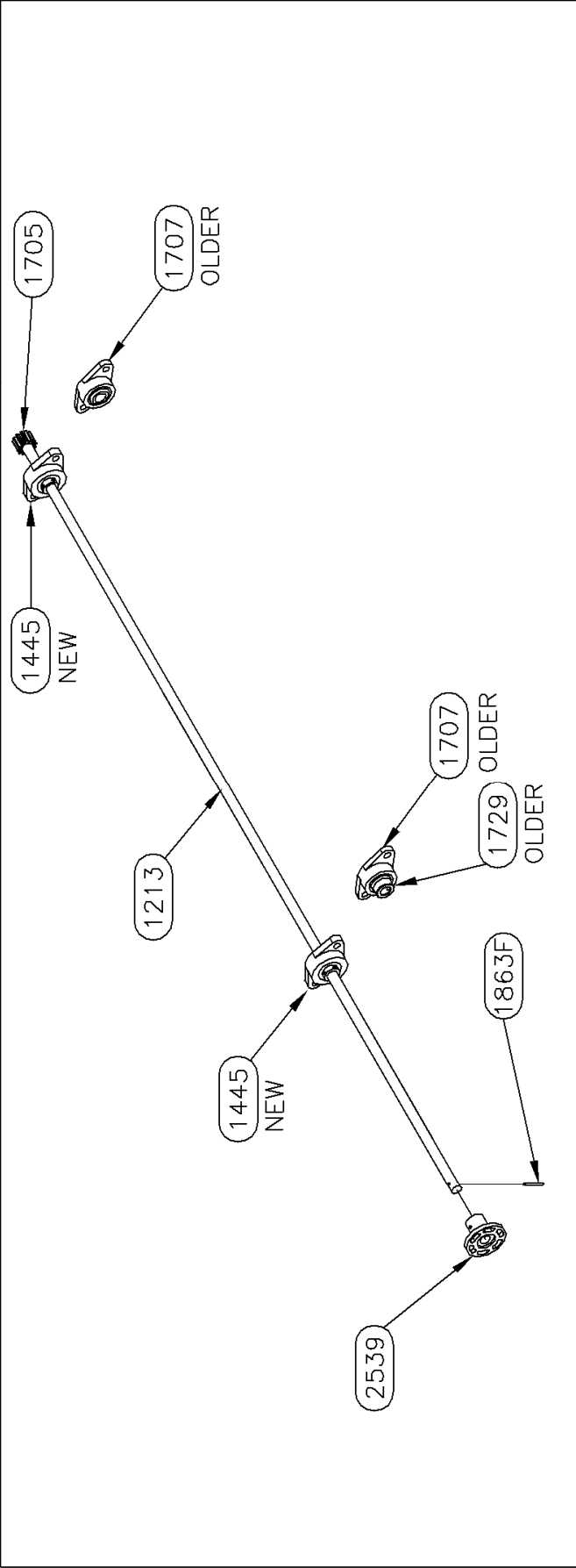


1214 SHAFT PARTS		
PART #	DESCRIPTION	QUAN
1214	SHAFT-5/8 X 54 3/16 COLD ROLL	1
1445	BEARING-2 BOLT FLANGE	2
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1707	BEARING-5/8 PILLOW BLOCK	2
1729	BUSHING-SHAFT KEEPER	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1
2561	WASHER-5/8 STAR	1
2593	SCREW-1/4-20 X 7/8 FLANGE	3
2594	NUT-1/4-20 FLANGE	3

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be separated.

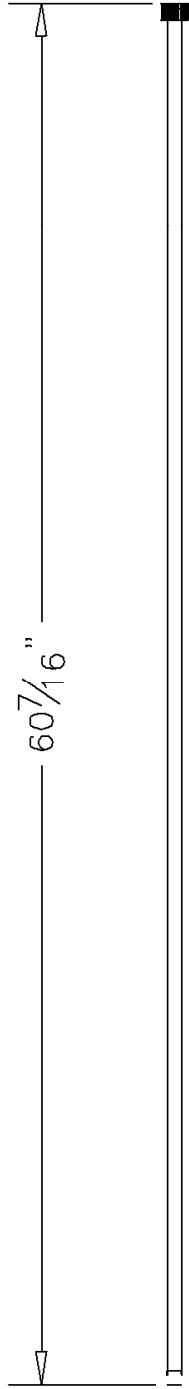


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1213 PARTS LIST		
PART #	DESCRIPTION	QUAN
1213	SHAFT-5/8 X 61 1/4 COLD ROLL	1
1445	BEARING-2 BOLT FLANGE	2
1705	GEAR-12 PITCH 12 TOOTH SPUR	1
1707	BEARING-5/8 PILLOW BLOCK	2
1729	BUSHING-SHAFT KEEPER	1
1863F	PIN-3/16 X 1 1/4 SPRING	1
2539	COUPLING-5/8" TIMING SHAFT	1

Note:  
The shaft and gear must be ordered together. The gear is welded to the shaft and cannot be separated.



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