

**Time to Complete Job: 3 Hours per Door**

**Tools and Equipment Used:**

- 1/4-inch Huck Gun
- 3/4-inch Socket
- 9/16-inch Socket (If working on newer trailer with plastic flange bearings.)
- Zip Grinder
- Chisel Gun
- Punch
- Paint
- Mylar Tape
- Pair of Saw Horses or a Table

**Procedure:**

1. Using the 3/4-inch socket or 9/16-inch socket, take one bolt out from each side of the lower shaft assembly. Loosen the other two so the shaft can swing down out of the way allowing the door to be pulled past and out.



2. Pull the door out and place upside down on the saw horses.
3. Use chisel gun to chisel the 1/4-inch huck collars off the door.
4. Use the punch to pop out the hucks once the collars are chiseled off.
5. Remove old gear rack and moly pad spacers from the door. (The moly pad spacers may be re-used if still in good condition.)
6. Use a zip grinder to clean any corrosion off the door. (And the Moly pad spacers if you are going to re-use.)



7. Apply paint and mylar tape to both the door and the new gear rack before putting back together. This will help prevent, or slow any corrosion from happening in the future.



8. Using 1/4-inch countersunk hucks and collars. Fasten the moly pad spacers and new gear racks to the door.



9. Slide door back into the trap frame.

10. Re-install the bolts that you removed from the flange bearings.

11. Adjust the lower shaft assembly into the new gear rack. The spur gears on the shaft should be in the same set of teeth on both sides of the door.

12. Make sure there's a 1/8-inch gap between the gears on the shaft and the teeth on the door.