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# 3:1 GEAR BOX REPLACEMENT

**METAL GEAR BOX REPLACED BY COMPOSITE GEAR BOX  
 5TH WHEEL LANDING LEGS**

**ENGLISH**

• **Service Kit**  
 Effective 12/04/07

**SAFETY ALERT SYMBOLS**

Safety Symbols alerting you to potential personal safety hazards. Obey all safety messages following these symbols.

**WARNING**  
 avoid possible  
 injury or death

**CAUTION**  
 avoid possible  
 injury and/or property damage

**FOR COMPLETE LANDING LEGS INSTRUCTIONS CONSULT MPD 71125.**  
 For your safety read all instructions before operating landing legs.

NOTE: Atwood 5th Wheel Landing Legs are intended for use on recreational vehicle 5th wheel-type trailers only.

**LANDING LEG CAPACITY**

**Standard Duty - OBSOLETE**

- Manual ▾ 1,000 lbs. per leg, 2,000 lbs. system
- Manual ▾▾ 2,000 lbs. per leg, 4,000 lbs. system
- Electric ⚡ 2,000 lbs. per leg, 4,000 lbs. system

**Heavy-Duty**

- Manual ▾▾ 3,000 lbs. per leg, 6,000 lbs. system
- Electric ⚡ 2,500 lbs. per leg, 5,000 lbs. system
- Electric ⚡⚡ 3,000 lbs. per leg, 6,000 lbs. system

**Super-Duty**

- Electric ⚡⚡ 4,000 lbs. per leg, 8,000 lbs. system
- ▾ without gear box ⚡ single motor
- ▾▾ with gear box ⚡⚡ dual motor

**DO NOT EXCEED THIS CAPACITY**



**WARNING  
 TRAILER CAN MOVE OR COLLAPSE**

- Never exceed the rated capacity of 5th Wheel Landing Leg.
- **LANDING LEGS ARE NOT DESIGNED TO BE USED AS TRAILER JACKS.** Do not use the landings legs to lift the trailer during tire changes, axle work or trailer servicing (the trailer weight will exceed the capacity of the landing legs). The landing legs are designed to stabilize a portion of the trailer's weight. Support the front end of the trailer with structural stands rated for the GVWR of the trailer.
- The pin between the ram and drop tube should be the same diameter as the adjustment hole in the drop tube. Otherwise premature wear on drop tube and ram can occur.

**DETERMINE LANDING LEG TYPE**

- STANDARD DUTY =** Leg with a flat top (FIG 1-A).
- HEAVY DUTY =** Leg with a rounded top (FIG 1-A), with 1" between the centers of the holes in the drop tube (FIG 1-B).
- SUPER DUTY =** Leg with a rounded top, with 1-1/2" between the centers of the holes in the drop tube.

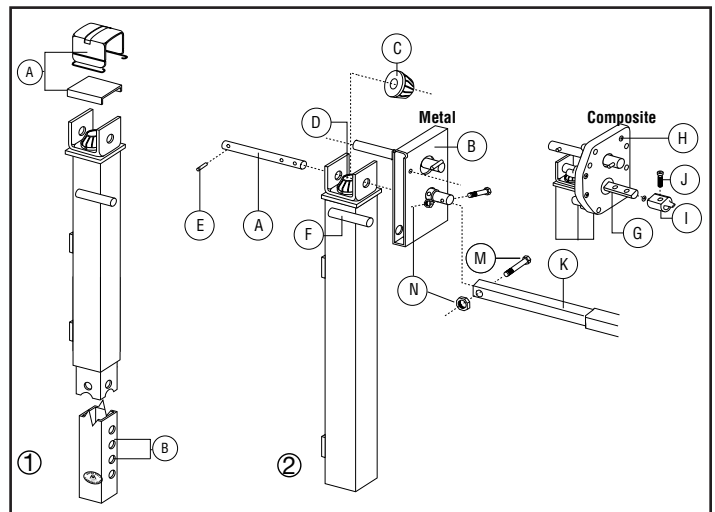
**THE DRIVE SHAFTS ARE DIFFERENT.** Check your kit. If you have a Standard Duty leg set, the new drive shaft should be silver colored. For Heavy or Super Duty, the drive shaft is gold colored.

**REMOVAL PROCEDURE**

1. Rotate the drive shaft (FIG 2-A) on the driver leg to fully retract the landing leg. Remove the motor (if there is one). Remove the old metal gear box (FIG 2-B) from the drive shaft.
2. Pop the cap (FIG 1-A) off the top of the leg.
3. Locate the vertical (FIG 2-C) and horizontal (FIG 2-D) bevel gears at the top of the leg.
4. Using a hammer and punch, drive out the pin (FIG 2-E) under the vertical bevel gear that holds it to the drive shaft.
5. Pull out the old drive shaft (FIG 2-A).
6. Cut or grind the mounting lug (FIG 2-F) off of the driver leg. Be careful not to burn through the housing if you use a welding torch. Grind the remaining weld flat to provide a smooth surface on the landing leg face. Paint bare metal with black paint.

**INSTALLATION PROCEDURE**

1. Slip the new D-drive shaft (FIG 2-G) through hole on the stop tab face of the leg housing. Then slip the D-shaft through the vertical bevel gear (FIG 2-C) and through the second hole in the leg housing.
2. Drive the new pin (FIG 2-E) back under the vertical bevel gear, attaching it to the drive shaft.
3. Reattach the cap (FIG 1-A) to the top of the leg.
4. Slip the new composite 3:1 gear box (FIG 2-H) over the D-shaft of the driver leg.
5. Slip the collar (FIG 2-I) over the D-shaft of the driver leg and fasten it with the screw (FIG 2-J). The extruded part of the collar goes into the cross shaft (if there is one).
6. Assemble the cross shaft, if used, (FIG 2-K), by placing undrilled end of 3/4" square tube into open end of 1" square tube.
7. Re-attach landing leg to frame. Fully retract before attaching cross shaft. Fasten drilled end of 3/4" square tube to end of shaft through gear box with 1/4" x 1-1/8" long screw (FIG 2-M) and lock nut (FIG 2-N). Bolt end of 1" square tube to shaft of driven leg with 1/4" x 1-1/8" long screw and lock nut. To prevent rattle between tubes, tack weld 1" square tube to 3/4" square tube.



**INSTALLATION IS THE SAME FOR ALL CAPACITIES**