

Input gear shafts can be damaged when an engaged crank handle is struck by another trailer. Damage is easily repaired by installing a new JOST B10285 Input Gear Shaft and Shifter Assembly.

**Important:** Prevent damage when not in use. The input shaft must be pulled to the “out” position engaging low gear. The crank handle must be stowed in the crank hanger.

### Remove the Complete Assembly (See Figure 1)

- A. Pull the shaft out to engage low gear.
- B. Rotate the shaft until the indicator mark is vertical as shown.
- C. Remove the (4) 5/16” lock nuts from the shift housing.
- D. Use the attached crank handle to pull the complete assembly from the landing gear leg.

**Note:** (If seized to the stepped Output Cluster Shaft, please contact JOST Customer Service for instructions.)

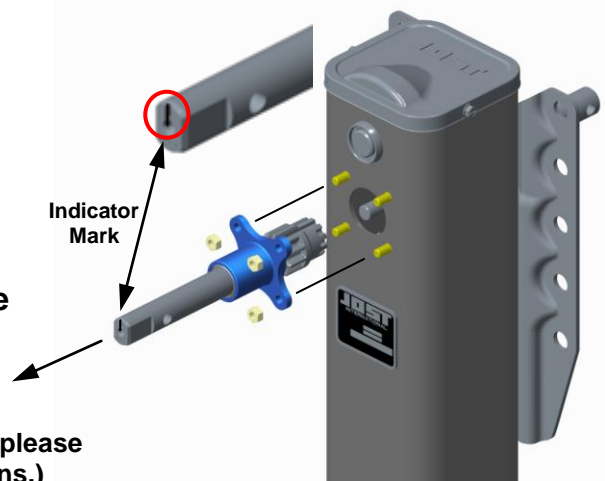


Figure 1

### Remove an assembly with a broken shaft. (See Figure 2)

- A. Remove the (4) 5/16” lock nuts from the shift housing.
- B. Pry the shift housing from the landing gear leg.
- C. Pull the shaft out to engage low gear.
- D. Rotate the remaining shaft until the detent slot is horizontal.
- E. Slide the input gear shaft from the leg.
- F. If the shaft will not come out, rotate the shaft 180 degrees and pull the shaft out.

**Note:** (If seized to the stepped Output Cluster Shaft, please contact JOST Customer Service for instructions.)

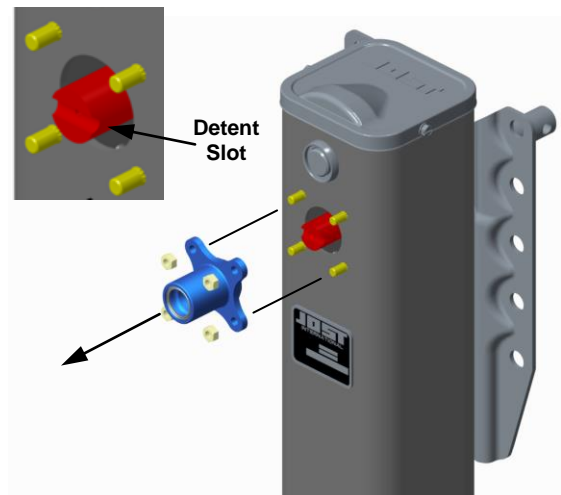


Figure 2

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## Installation Instructions

- A. Clean the mounting surface.  
The mounting surface must be grease free.
- B. Inspect the stepped Output Cluster Shaft visible in the opening.  
Remove visible corrosion or debris.  
Bent or broken Output Cluster Shafts must be replaced.
- C. Apply RTV silicone to seal the flange as shown.  
(See Figure 3)
- D. Rotate the shaft until the indicator mark is vertical as shown.  
(See Figure 4)
- E. Slide the input gear shaft into the landing gear leg.  
(See Figure 4)
- F. Align and slide the shifter housing bolt holes over the bolts.  
Be careful to only push on the shifter housing.

Note: Pushing on the input gear shaft could allow the detent balls and spring to unseat.

Note: Be careful not to push the bolts into the gear box.

- G. Start the (4) 5/16" lock nuts by hand to begin securing the shifter housing to the landing gear leg.  
Tighten the nuts to 18 lb-ft in an "X" pattern to finish securing the shifter housing to the landing gear leg.

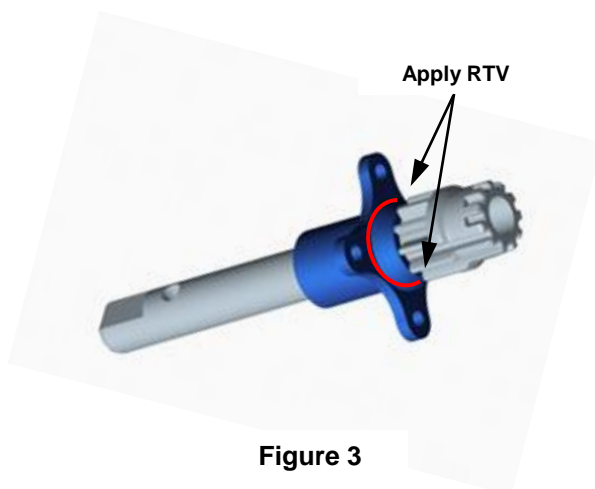


Figure 3

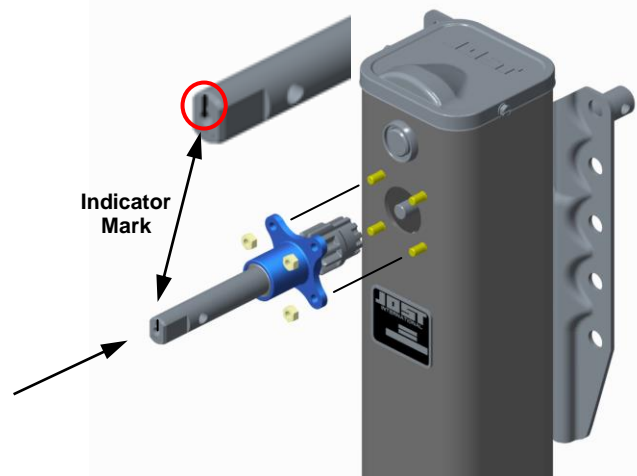


Figure 4