

SUGGESTED JACK MOUNTING HEIGHTS

The following are "suggested" mounting heights. Actual mounting heights may vary due to function of vehicle, vehicle manufacturer designs, vehicle rake, other clearances under the vehicle, allowable head room and jack proximity to axles and rear of vehicle.

TYPICAL SUGGESTED MOUNTING HEIGHTS

SUSPENSION TYPE	STROKE OF JACK	MOUNTING HEIGHT
① SPRING	13"	8" (7" to 9")
① SPRING	16"	10" (9" to 11")
② AIR (DUMPED)	13"	8" (7" to 9")
② AIR (DUMPED)	16"	10" (9" to 11")
③ FRONT OF FIFTH WHEEL	21" or 24"	APPROXIMATELY 13" SEE NOTE 3 BELOW

1.) SPRING SUSPENSION: These suggested mounting heights are for vehicles that are fully loaded including fuel and water. Allow an extra inch for an empty vehicle. It is also important to note a new vehicle may settle some over time.

2.) AIR SUSPENSION: Mounting heights for the jacks should be determined with the suspension air bags empty. If the vehicle is at ride height, add a minimum of 2 inches of clearance to allow for the vehicle to lower when the suspension air is dumped for leveling. If a vehicle has one axle with spring suspension and one axle with air suspension, treat as a spring suspension and determine mounting height with suspension at travel height.

3.) FRONT FIFTH WHEEL LANDING GEAR JACKS: To determine the correct landing gear jack mounting height, the trailer should be hitched to and supported by the tow vehicle. There are several variables to consider when determining the jack mounting height: lifting capability needed to unhitch the trailer, ground clearance to the bottom of the jack when hitched to the tow vehicle and the esthetic qualities of the installation. **These variations cannot be accurately addressed unless the trailer is hitched to the tow vehicle.**

Lift capability: Typically, 6 inches of lift may be needed to unhitch the trailer, especially if the trailer has a gooseneck (ball) style hitch. In some cases, as much as 8 or more inches may be needed. The use of an air ride style hitch may alter these dimensions also.

Ground clearance: The maximum amount of ground clearance that can be obtained while still being able to unhitch the trailer is the most desirable. Allowance for the trailer to pivot down while traversing inclines such as driveways without dragging the jacks is important. The lower the trailer is built to the ground, the higher the jacks may be mounted without losing lift capability to unhitch. The higher from the ground the trailer is built, the lower the jacks may have to be mounted. If necessary, a mounting structure for the lower bracket may have to be fabricated.

